

DOMINION OF CANADA

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REPORT

RELATING TO

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

AS CONTROLLED BY THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

Fiscal Year ending March 31, 1920, with Traffic Returns, etc., to  
December 31, 1920.

This Report is published as a Supplement to the Annual Report of the Deputy Minister.  
and was formerly published as Part VI of the Annual Report of the Department.

*PRINTED BY ACT OF PARLIAMENT*



OTTAWA  
THOMAS MULVEY  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1921.







EXPLANATION OF ESTIMATES for the year ending March 31, 1922, as compared with those for the year ending March 31, 1921, with statements of services rendered and expenditures to December 31, 1920, on account of Mail Subsidies and Steamship Subventions.

XVII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

Amount to be voted, \$1,033,800.66.

Page No.	Vote No.		1920-21.	1921-22.
			\$ cts.	\$ cts.
		ATLANTIC OCEAN.		
5	...	Canadian Atlantic ports and Australia and New Zealand..	140,000 00	
7	155	Canada and Newfoundland.....	35,000 00	35,000 00
9	156	Canada, the West Indies and South America.....	340,666 66	340,666 66
13	157	Canada and South Africa.....	146,000 00	146,000 00
		PACIFIC OCEAN.		
16	158	Canada, Australia or New Zealand, or both (Pacific).....	130,509 00	130,509 00
20	159	Prince Rupert and Queen Charlotte Islands.....	21,000 00	21,000 00
21	160	Victoria and San Francisco.....	3,000 00	3,000 00
23	161	Victoria, Vancouver and Skagway.....	25,000 00	25,000 00
24	162	Victoria and West Coast Vancouver Island.....	15,000 00	15,000 00
26	163	Vancouver and Northern ports of British Columbia.....	24,800 00	24,800 00
28	164	Vancouver and ports on Howe Sound.....	5,000 00	5,000 00
		LOCAL SERVICES.		
30	165	Baddeck and Iona.....	6,825 00	8,825 00
31	166	Charlottetown, Pictou and New Glasgow.....	2,000 00	2,000 00
31	167	Charlottetown, Victoria and Holliday's Wharf.....	2,500 00	2,500 00
33	168	Grand Manan and the mainland.....	15,000 00	15,000 00
35	169	Halifax, Canso and Guysboro.....	7,000 00	7,000 00
36	170	Halifax and La Have River.....	4,000 00	4,000 00
38	171	Halifax and Newfoundland <i>via</i> Cape Breton ports.....	7,000 00	5,000 00
40	172	Halifax and Spry Bay.....	4,000 00	6,000 00
41	173	Halifax, South Cape Breton and Bras d'Or Lakes.....	6,000 00	6,000 00
43	174	Halifax and West Coast Cape Breton.....	4,000 00	4,000 00
45	175	Mulgrave and Canso.....	11,500 00	13,500 00
46	176	Mulgrave and Guysboro.....	7,500 00	7,500 00
48	177	Newcastle, Neguac and Escuminac, Miramichi River and Bay.....	3,000 00	4,000 00
49	178	Pelee Island and the Mainland.....	8,000 00	8,000 00
52	179	Mulgrave, Arichat and Petit de Grat.....	9,000 00	9,000 00
53	180	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
54	181	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
55	182	Pictou, New Glasgow and Antigonish County.....	1,500 00	1,500 00
57	183	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.....	6,500 00	6,500 00
58	184	Pictou, Souris and the Magdalen Islands.....	70,000 00	20,000 00
60	185	Quebec, Natashquan and Harrington.....		50,000 00
60	186	Quebec, Montreal and Paspebiac.....		30,000 00
64	187	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
66	188	St. John and Bridgetown.....	2,000 00	2,000 00
67	189	St. John and Digby.....	10,000 00	10,000 00
68	190	St. John, Digby, Annapolis and Granville.....	2,000 00	2,000 00
69	191	St. John, Bay of Fundy and Minas Basin.....	5,000 00	5,000 00
70	192	St. John, Westport and Yarmouth.....	10,000 00	10,000 00
72	193	Sydney and Bay St. Lawrence.....	9,000 00	9,000 00
73	194	Sydney and Whycocomagh.....	4,000 00	4,000 00
74	195	Sydney, Bras d'Or Lake ports and East and West Coasts of Cape Breton.....	14,000 00	14,000 00
76	196	Expenses of supervision.....	4,000 00	4,000 00
		Other appropriations for 1920-21 not required for 1921-22....	203,000 00	
		AUTHORIZED BY STATUTE.	1,341,800 66	1,033,800 66
		Canada, China and Japan (1-2 Geo. V, Chap. 25) (expires April 6, 1921).....	121,666 66	
			1,463,467 32	1,033,800 66







## NEW ZEALAND SHIPPING CO., LTD.

DISTANCES.		Miles.
St. John to Melbourne.. . . . .		12,435
Halifax to Melbourne.. . . . .		12,250
Montreal to Melbourne.. . . . .		12,895
Melbourne to Sydney.. . . . .		575
Sydney to Auckland... . . . .		1,275
Auckland to Wellington. . . . .		555
Wellington to Lyttleton.. . . . .		175
Lyttleton to Dunedin.. . . . .		181
Distance between terminal ports—Summer.. . . . .		15,656
“ “ Winter. . . . .		15,303



DESCRIPTIONS OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger accommodation.	Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. ft.		Knots			
Orari.....	460.6	60.2	31.3	5,905	9,179	10,924	12	365,361	943	12	Dumbarton.	1906	Steel.
Somerset.....	460.6	62.8	34.6	7,384	9,773	11,670	Nil.	372,600	.....	12	Hull.....	1918	Steel.
Otarama.....	454	56.6	36	4,873	7,759	10,400	Nil.	174,339	817	12	Glasgow....	1912	Steel.
Karamea.....	420	54	28.6	3,466	5,627	8,523	Nil.	180,000	505	10	Newcastle..	1899	Steel.
Suffolk.....	460	58.2	31.2	5,714	8,838	10,250	Nil.	340,000	918	11	Clydebank..	1902	Steel.
Kaikoura.....	460	58.2	30.9	5,671	8,697	10,738	12	288,929	918	12	Clydebank..	1903	Steel.
Otira.....	450.4	58.4	37.2	4,911	7,995	11,240	Nil.	Nil.	1,138	12	Belfast.....	1919	Steel.
Durham.....	420.7	54	28.6	5,299	6,975	8,087	Nil.	281,193	518	10½	Newcastle..	1904	Steel.
Raranga.....	478	63.2	31.2	5,073	7,956	10,700	Nil.	102,190	967	12	Newcastle..	1916	Steel.
Trevalgan.....	363	51.1	26.1	2,675	4,185	7,393	Nil.	Nil.	385	10	S. Shields..	1911	Steel.
Sussex.....	420	54	28.7	5,126	6,930	9,500	Nil.	39,397	505	10½	Newcastle..	1900	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried (Outwards).		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measure-ment.			
			Tons.	Tons.			\$ cts.
1912.....	12	15	18,011	75,201	10	Nil.	120,000 00
1913.....	12	3	10,901	69,792	24	Nil.	121,666 66
1914.....	12	Nil.	44,245	74,569	Nil.	Nil.	140,000 00
1915.....	10	1	29,024	64,234	Nil.	Nil.	116,666 66
1916.....	7	Nil.	19,738	46,820	Nil.	Nil.	81,666 62
1917.....	5	Nil.	11,882	37,704	Nil.	Nil.	58,333 30
1918.....	No subsidized service was performed.						
1919.....	7	Nil.	13,042	35,146	Nil.	Nil.	81,666 62
1920.....	11	Nil.	18,722	74,267	13	Nil.	128,333 26

No Inward passengers or cargo are carried.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			West Indian and Newfoundland Origin.			Total.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$			\$
1912.....	2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760
1913.....	4,170	59,515	3,364,605	6,661	10,200	1,150,674	70	.77	40,888	10,901	69,792	4,556,167
1914.....	44,097	68,265	4,621,301	96	6,287	960,713	52	17	26,435	44,245	74,569	5,608,449
1915.....	28,184	60,133	4,591,310	634	4,053	698,363	206	48	130,555	29,024	64,234	5,420,228
1916.....	19,125	33,350	3,668,739	371	13,461	2,019,011	242	9	118,436	19,738	46,820	5,806,186
1917.....	10,719	32,246	3,783,900	885	5,405	727,185	278	53	113,762	11,882	37,704	4,624,847
1918.....	No subsidized service was performed.											
1919.....	12,926	30,709	6,823,961	39	4,414	842,487	77	23	45,210	13,042	35,146	7,711,658
1920.....	17,094	60,694	12,615,531	1,297	13,514	2,514,816	331	59	215,314	18,722	74,267	13,345,661



SESSIONAL PAPER No. 10a

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Nails and staples, pig iron, steel sheets, plaster, insulated cable, enamelware, automobiles and parts thereof, calcium carbide, chairs, newsprint paper, wall paper, wrapping paper, other paper, sole leather, agricultural implements, rubber goods, iron pipe, hardware, clothes pins, seed, fruit jars, corsets, cereal foods, wire, pianos, asbestos fibre, paint and varnish.

*Of United States Origin.*—Automobiles and parts thereof, organs, wallboard, wrapping paper, tractors, motor cycles, pianos and batteries.

*Of West Indian Origin.*—Cocoa, pimento, ginger and lime juice.

CANADA AND NEWFOUNDLAND  
THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

T. & C. File No. 23660.

*Vote 155.—Canada and Newfoundland.—Steam service or services between—*

1920-21.. . . . .	\$35,000
1921-22.. . . . .	35,000

*Contractors.*—The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

*Contract Dated.*—May 23, 1919.

*Duration of Contract.*—April 1, 1919, to March 31, 1920. (This contract has not been renewed yet).

*Service.*—One complete round trip each day, except Sunday, between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may during such period, at the option of the Contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

*Ports of Call.*—North Sydney (or Louisburg), N.S., and Port aux Basques (or Placentia), Nfld.

*Speed required.*—Not stated.

*Subsidy.*—At the rate of \$70,000 per annum, until March 31, 1920, payable quarterly, on June 30, September 30, December 31, and March 31.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Government Wharves.*—Steamers are required to call at Government wharves whenever possible.

## DISTANCES

	Miles
North Sydney to Port aux Basques.. . . . .	101
Louisburg to Placentia.. . . . .	250
North Sydney to St. John's.. . . . .	300



11 GEORGE V. A. 1921

### DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Kyle.....	220	32·3	18·3	548	1,055	.....	68	160	....	Nil.	263	12	Newcastle..	1913	Steel.
Sagona.....	175	28·3	20·3	420	808	327	40	77	....	Nil.	136	11	Dundee.....	1914	Steel.
Glencoe.....	208	30·1	16·7	336	767	.....	42	125	....	Nil.	185	13	Pointhouse.	1899	Steel.

## TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	Passengers Carried.		Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1912.....	222	9,212	13,686	14,751	1,674	3,344	16,036	\$ 90
1913.....	275	7,620	11,488	22,125	1,996	3,498	21,374	36
1914.....	289	6,267	8,925	22,035	735	3,462	23,365	02
1915.....	216½	5,373	9,160	24,087	539	2,654	17,154	06
1916.....	284	7,056	13,596	32,635	1,729	3,309	22,739	58
1917.....	270	7,894	12,441	41,209	1,685	2,921	22,438	80
1918.....	255½	10,185	8,421	27,646	3,924	3,300	20,983	02
1919.....	254½	13,430	7,223	17,710	5,363	2,960	22,796	18
1920.....	No contra ct.							

### ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.
			\$			\$			\$
1912.....	12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156
1913.....	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591
1914.....	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915.....	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761
1916.....	16,692	Nil.	1,559,228	9,534	Nil.	1,280,032	26,226	Nil.	2,839,260
1917.....	26,838	Nil.	4,165,668	13,192	Nil.	2,585,724	40,030	Nil.	6,751,392
1918.....	15,626	Nil.	2,392,697	7,081	Nil.	2,182,497	22,707	Nil.	4,575,194
1919.....	12,669	Nil.	1,911,162	2,408	Nil.	395,107	15,077	Nil.	2,806,269
1920.....	No contract.								



SESSIONAL PAPER No. 10a

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Flour, oats, hay, bran, feed, potatoes, live stock, beef, pork, fresh meal, condensed milk, machinery, lard, yeast cake, pig iron, roofing and cement.

*Of United States Origin.*—Flour, meal, oats, dried fruit, pork, beef, leather, oil, organs, soap, beans, rice, roofing, tobacco, sugar and machinery.

## CANADA, THE WEST INDIES AND SOUTH AMERICA

## THE ROYAL MAIL STEAM PACKET COMPANY

Contract No. 9.

T. &amp; C. File No. 24215.

*Vote 156.*—*Canada and the West Indies or South America, or both, steam service between—*

1920-21 . . . . .	\$340,666 66
1921-22 . . . . .	340,666 66

*Contractors.*—The Royal Mail Steam Packet Company, of London, England.

(Canadian representative: John Allsop, 59 Granville St., Halifax, N.S.)

(Freight and passenger agents: Pickford and Black, Halifax, N.S.)

*Contract Dated.*—September 11, 1919.

*Duration of Contract.*—November 1, 1919, to October 31, 1920. (This has been continued by Order in Council until October 31, 1921.)

*Service and Ports of Call.*—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days:—

Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Grenada, Barbados, and Trinidad, and returning from Georgetown to St. John, calling at all the aforesaid islands, in reversed order.

This itinerary may be subject to any change which may be mutually agreed upon between the minister and the contractors.

*Speed required.*—11 knots.

*Subsidy.*—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Government Railway Clause.*—Included.

*Freight charges from St. John to Halifax.*—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

*Delay at Ports.*—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

*Development of Trade.*—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.



*Through rates of Freight.*—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

*Transfer by connecting lines.*—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

*No discrimination.*—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant, shipper or importer in the same colony.

*Through Bills of Lading.*—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.

DISTANCES.

	Miles.
St. John to Halifax.. . . . .	288
Halifax to Bermuda.. . . . .	764
Bermuda to St. Kitts.. . . . .	942
St. Kitts to Antigua.. . . . .	60
Antigua to Montserrat.. . . . .	35
Montserrat to Dominica.. . . . .	97
Dominica to St. Lucia.. . . . .	81
St. Lucia to St. Vincent.. . . . .	59
St. Vincent to Barbados.. . . . .	96
Barbados to Grenada.. . . . .	147
Grenada to Trinidad.. . . . .	96
Trinidad to Demerara.. . . . .	374
	<hr/> 3,039 <hr/>

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Chignecto...	400.5	47.2	31.1	2,999	4,744	5,567	41	60	90	4988	418	11	Belfast.....	1893	Steel.
Chaleur.....	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.....	1893	Steel.
Caraquet...	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudière..	370	45.9	25	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro.	1899	Steel.



SESSIONAL PAPER No. 10a

## TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks.	
1912.....	30	1,090	1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
1913.....	28½	887	827	1,016	52,313	70,209	44	144	2,396	131,737 12
1914.....	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33
1915.....	26	959	786	2,727	78,414	94,781	34	518	3,472	340,666 56
1916.....	26	1,459	461	3,948	100,883	127,631	31	1,690	3,146	340,666 66
1917.....	25	1,253	422	2,256	94,042	99,504	32	3,421	1,970	334,115 38
1918.....	16	1,344	389	1,064	70,691	72,370	86	2,710	1,255	209,640 96
1919.....	26	In 1,668	573	1,411	89,492	3,376	2	1,069	2,056	340,666 56
		Out 1,486	527	460	4,398	106,937	160	1,109	2,036	
Total.....		3,154	1,100	1,871	93,890	110,313	162	2,178	4,092	
1920.....	26	In 1,590	709	1,247	61,877	5,591	Njl.	1,268	1,652	340,666 56
		Out 1,417	336	619	7,960	105,330	107	1,254	1,931	
Total.....		3,007	1,045	1,866	69,837	110,921	107	2,522	3,583	

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S.

Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above for 1913.



11 GEORGE V, A. 1921

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	From.	Canadian Origin.			United States Origin.			Total.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
				\$			\$			\$
1912....	St. John..	1,377 $\frac{1}{2}$	20,099 $\frac{3}{4}$	383,536				1,377 $\frac{1}{2}$	20,099 $\frac{3}{4}$	383,536
	Halifax...	5,044 $\frac{3}{4}$	62,147 $\frac{1}{2}$	1,941,990				5,044 $\frac{3}{4}$	62,147 $\frac{1}{2}$	1,941,990
Total..		6,422 $\frac{1}{2}$	82,247 $\frac{1}{4}$	2,325,526	Nil.	Nil.	Nil.	6,422 $\frac{1}{2}$	82,247 $\frac{1}{4}$	2,325,526
1913....	St. John..	2,137	13,038	259,381				2,137	13,038	259,381
	Halifax...	5,786	56,819	1,800,169				5,786	56,819	1,800,169
Total..		7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550
1914....	St. John..	1,557	15,130	234,008				1,557	15,120	234,008
	Halifax...	2,951	75,254	2,384,256				2,951	75,254	2,384,256
Total..		4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915....	St. John..	2,031	12,362	301,659				2,031	12,362	301,659
	Halifax...	3,621	82,419	3,206,176				3,621	82,419	3,206,176
Total..		5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835
1916....	St. John..	1,781	15,899	425,664				1,781	15,899	425,664
	Halifax...	2,812	96,907	4,272,628				2,812	96,907	4,272,628
Total..		4,593	112,806	4,698,292	Nil.	Nil.	Nil.	4,593	112,806	4,698,292
1917....	St. John..	1,460	14,570	532,012				1,460	14,570	532,012
	Halifax...	5,071	89,820	5,726,139				5,071	89,820	5,726,139
Total..		6,531	104,390	6,258,151	Nil.	Nil.	Nil.	6,531	104,390	6,258,151
1918....	St. John..	3,789	36,113	3,065,587				3,789	36,113	3,065,587
	Halifax...	2,295	36,257	3,194,007				2,295	36,257	3,194,007
Total..		6,084	72,370	6,259,594	Nil.	Nil.	Nil.	6,084	72,370	6,259,594
1919....	St. John..	829	19,378	1,276,582				829	19,378	1,276,582
	Halifax...	3,569	87,559	6,836,810				3,569	87,559	6,836,810
Total..		4,398	106,937	8,113,392	Nil.	Nil.	Nil.	4,398	106,937	8,113,392
1920....	St. John..	1,320	20,894	1,477,800				1,320	20,894	1,477,800
	Halifax...	6,640	84,436	8,312,749				6,640	84,486	8,312,749
Total..		7,960	105,330	9,790,549	Nil.	Nil.	Nil.	7,960	105,330	9,790,549



## SESSIONAL PAPER No. 10a

## PRINCIPAL ARTICLES EXPORTED FROM CANADA

*All of Canadian Origin.*—Fish, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper, and biscuits.

## CANADA AND SOUTH AFRICA

ELDER DEMPSTER AND CO., LTD.

Contract No. 2.

T. &amp; C. File No. 25776.

*Vote 157.—Canada and South Africa, steam service between—*

1920-21.. . . . .	\$146,000
1921-22.. . . . .	146,000

*Contractors.*—Elder Dempster & Co., Ltd., 133 Board of Trade Building, Montreal, Que. (Head office: 4 St. Mary Axe., London, E.C., England.)

*Contract dated.*—June 9, 1920.*Duration of Contract.*—April 1, 1920, to March 31, 1921.*Service.*—Monthly, during the first fifteen days of each month.

*Ports of Call.*—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

*Speed required.*—10 knots.*Subsidy.*—\$146,000 per annum, payable quarterly.

*Coaling.*—Steamers may call at any Canadian port solely for the purpose of coaling.

*Government Railway Clause.*—Included.

*Cold Storage.*—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

*Additional Vessels.*—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

*Mails.*—To be carried free.*Canadian Trade Commissioners.*—To be carried free.

*Supervision of handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.



11 GEORGE V, A. 1921

*Exemption from calling at Canadian Ports.*—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

DISTANCES.

	Miles.
Montreal to Cape Town.. . . . .	7,338
“ Port Elizabeth.. . . . .	7,778
“ East London.. . . . .	7,909
“ Durban.. . . . .	8,162
St. John to Cape Town.. . . . .	6,978
“ Port Elizabeth.. . . . .	7,413
“ East London.. . . . .	7,549
“ Durham.. . . . .	7,802

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. ft.		Kts			
Kaduna.....	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro.....	1910	Steel.
Kwarra.....	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro.....	1910	Steel.
Benguela.....	425.5	53.0	29.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne.	1910	Steel.
New Georgia.	412.6	55.8	34.4	4,044	6,566	10,660	Nil.	Nil.	517	11	Belfast.....	1918	Steel.
New Mexico..	412.6	55.8	34.4	4,044	6,566	10,660	Nil.	Nil.	517	11	Belfast.....	1919	Steel.
New Brighton	412.6	55.8	34.4	4,023	6,538	10,550	Nil.	Nil.	....	11	Belfast.....	1920	Steel.
Jekri.....	385.3	51.2	25.5	4,278	5,875	9,020	Nil.	Nil.	440	11	Japan.....	1917	Steel.
New Brooklyn	412.6	55.8	34.4	4,044	6,566	10,600	Nil.	Nil.	517	11	Belfast.....	1920	Steel.
Fantee.....	399.5	53.0	32.8	3,527	5,663	9,000	Nil.	Nil.	517	11	Newcastle.....	1920	Steel.
Bereby.....	400.2	52.3	28.5	3,197	5,248	8,130	Nil.	Nil.	369	11	Hartlepool.....	1919	Steel.

TRAFFIC RETURNS (Outward voyages).

No cargo is carried inward.

Calendar Year.	No. of Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Meas.			\$ cts.
1912.....	12	14	31,210	34,980	1,013	Nil.	146,000 00
1913.....	14	Nil.	45,316	53,498	371	Nil.	146,000 00
1914.....	12	3	45,296	33,563	235	Nil.	146,000 00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999 92
1916.....	10	Nil.	30,797	38,630	Nil.	Nil.	121,666 68
1917.....	9	Nil.	23,140	36,653	Nil.	Nil.	109,500 02
1918.....	3	Nil.	9,972	9,054	Nil.	Nil.	36,499 98
1919.....	11	Nil.	22,503	49,038	Nil.	Nil.	133,833 26
1920.....	12	Nil.	35,956	56,970	Nil.	Nil.	146,000 00



SESSIONAL PAPER No. 10a

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
			\$			\$			\$
912.....	28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682
913.....	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669
914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
915.....	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580
916.....	28,465	24,600	3,350,296	2,332	14,030	1,430,772	30,797	38,630	4,781,068
917.....	20,404	24,209	3,644,333	2,736	12,444	1,390,856	23,140	36,653	5,035,189
918.....	9,889	8,630	2,714,870	83	424	74,670	9,972	9,054	2,789,540
919.....	22,165	36,509	8,348,508	338	12,529	2,237,072	22,503	49,038	10,585,580
920.....	34,387	34,259	8,274,449	1,569	22,711	3,192,026	35,956	56,970	11,466,475

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Agricultural implements, calcium carbide, automobiles, paper, lumber, cereal foods, eggfillers, chairs, woodenware, cotton duck, Beaver board, nails, iron and steel, malt, horseshoes, condensed milk, locomotives, cardboard, shovels, spades and cement.

*Of United States Origin.*—Automobiles, mining machinery, fruit jars, canned meats, washing powder, ammonia, agricultural implements and tractors.







PACIFIC OCEAN SERVICES

CANADA AND AUSTRALIA OR NEW ZEALAND

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.  
T. & C. File No. 25921.

*Vote 158.—Canada and Australia or New Zealand, or both, on the Pacific Ocean, steam service between—*

1920-21.. . . . .	\$130,509
1921-22.. . . . .	130,509

*Contractors.*—The Union Steamship Co., of New Zealand, Ltd. (Canadian address: Canadian Australasian Royal Mail Line, 440 Seymour street, Vancouver, B.C.)

*Contract Dated.*—July 13, 1920.

*Duration of Contract.*—August 1, 1920, to July 31, 1921.

*Service.*—Sailing approximately every four weeks.

*Ports of Call.*—Vancouver, B.C.; Victoria, B.C.; Honolulu, in the Sandwich islands; Suva, in the Fiji islands; and Auckland, N.Z.

At the contractor's option, each voyage from Canada to New Zealand may be extended to a port or ports in Australia. The Australian port of call is Sydney.

The call at Suva is conditional upon the Government of Fiji also continuing their contract for a like period and on the same terms as heretofore, and also upon their maintaining the same charges for light and other dues levied on ships employed in the service.

*Speed required.*—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

*Subsidy.*—£26,816.18.4 per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Government of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

*Deductions from Subsidy.*—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

*Preference to Canadian Shippers.*—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.



11 GEORGE V, A. 1921

*Freight and Passenger Rates.*—Freight rates from Vancouver or Victoria to New Zealand shall not exceed the current rates charged on similar cargo to New Zealand ports by Union S.S. Co. of N.Z. Limited Mail Steamers from San Francisco.

Passenger rates from Vancouver or Victoria to Auckland shall not exceed passenger rates during the same period from Auckland to Victoria or Vancouver, and return fares from Canadian ports to New Zealand ports shall not exceed return fares in the opposite direction during the same period.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

DISTANCES

	Miles.
Vancouver to Victoria.. . . . .	85
Victoria to Honolulu.. . . . .	2,342
Honolulu to Suva, Fiji.. . . . .	2,799
Suva to Auckland.. . . . .	1,140
Total.. . . . .	6,366

DESCRIPTION OF VESSELS EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu. ft.					
Makura . . . . .	480	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow....	1908	Steel.
Niagara.....	542	66	37·6	7,581	13,444	3,800	289	210	276	63,200	*12,500	17¾	Clydebank .	1913	Steel.
Tahiti.....	460	55·5	36	3,841	7,585	3,500	160	46	76	74,651	1,452	16½	Glasgow....	1904	Steel.

\*Indicated Horse Power.

TRAFFIC RETURNS

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.	
		Number.	Tons.		Lock bags.	Tied sacks.	\$	cts.
1912.....	13	6,173	43,997	34	15,301	183	180,509	00
1913.....	13	6,734	42,168	13	14,038	1,703	180,509	00
1914.....	12½	5,886	42,615	76	15,338	907	173,566	36
1915.....	13	4,366	48,827	8	20,845	936	180,509	00
1916.....	13	4,311	59,597	Nil.	22,281	753	180,509	00
1917.....	13	3,870	55,606	20	30,659	773	180,509	00
1918.....	12	6,592	63,205	Nil.	72,395	703	166,623	72
1919.....	11	9,521	55,723	Nil.	35,364	861	152,738	41
1920.....	10	In 3,939	11,696	Nil.	10,037	464		
		Out 3,379	28,490	Nil.	15,966	733	127,314	59
		Total 7,318	40,186	Nil.	26,003	1,197		

NOTE:—One trip was performed by the "Niagara," commencing Nov. 17, 1920, for which traffic returns are not yet available.



## SESSIONAL PAPER No. 10a

## ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA

	To	Canadian Origin.			United States Origin.			Total.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
1912	Auckland.....	1,599	Nil.	\$ 263,581	1,136	Nil.	\$ 535,463	2,833	Nil.	\$ 799,044
	Suva.....	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
	Honolulu.....	203	Nil.	26,654	Nil.	Nil.	Nil.	203	Nil.	26,654
	Sydney.....	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
	Total.....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451
1913	Auckland.....	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
	Suva.....	113	3,646	121,949	106	142	41,240	219	3,788	163,189
	Honolulu.....	175	40	25,977	1	.....	337	176	40	26,314
	Sydney.....	530	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
	Total.....	1,018	12,552	777,412	4,573	3,369	2,352,129	5,591	15,921	3,129,541
1914	Auckland.....	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
	Suva.....	138	3,901	128,844	87	160	42,276	225	4,061	171,120
	Honolulu.....	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
	Sydney.....	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
	Total.....	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915	Auckland.....	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
	Suva.....	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
	Honolulu.....	2	2	923	—	—	—	2	2	923
	Sydney.....	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
	Total.....	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485
1916	Auckland.....	3,084	4,604	645,970	409	3,405	511,380	3,493	8,009	1,157,350
	Suva.....	910	1,850	160,285	79	687	88,275	989	2,537	248,560
	Honolulu.....	1	36	3,602	—	—	—	1	36	3,602
	Sydney.....	3,525	9,533	1,380,367	580	8,843	1,407,840	4,105	18,376	3,088,207
	Total.....	7,520	16,023	2,190,224	1,068	12,935	2,307,495	8,588	28,958	4,497,719
1917	Auckland.....	4,813	6,211	1,099,650	77	2,696	411,012	4,890	8,907	1,510,662
	Suva.....	54	1,353	108,806	1	396	64,233	55	1,749	173,039
	Honolulu.....	—	38	3,527	—	—	—	—	38	3,527
	Sydney.....	2,809	8,419	1,301,674	—	5,091	1,121,660	2,809	13,510	2,423,334
	Total.....	7,676	16,021	2,513,657	78	8,183	1,596,905	7,754	24,204	4,110,562
1918	Auckland.....	566	20,400	2,038,144	58	2,448	850,256	624	22,848	2,888,400
	Suva.....	—	1,457	225,363	9	212	68,792	9	1,669	294,155
	Honolulu.....	—	105	8,991	—	—	—	—	105	8,991
	Sydney.....	775	5,593	1,641,174	72	4,367	1,696,129	847	9,960	3,337,303
	Total.....	1,341	27,555	3,913,672	139	7,027	2,615,177	1,480	34,582	6,528,849
1919	Auckland.....	284	21,922	2,161,146	58	2,030	710,228	342	23,952	2,871,374
	Suva.....	.....	838	141,296	7	226	61,950	7	1,064	203,246
	Honolulu.....	1	45	6,700	.....	11	2,299	1	56	8,999
	Sydney.....	110	4,619	1,645,625	192	3,869	1,572,273	302	8,488	3,217,898
	Total.....	395	27,424	3,954,767	257	6,136	2,346,750	652	33,560	6,301,517
1920	Auckland.....	2,475	14,161	1,895,106	201	2,725	573,066	2,676	16,886	2,468,172
	Suva.....	431	1,262	225,136	3	327	69,454	434	1,589	294,590
	Honolulu.....	21	15	2,625	—	18	9,319	21	33	11,944
	Sydney.....	809	5,277	1,255,756	804	2,516	1,274,937	1,613	7,793	2,530,693
	Total.....	3,736	20,715	3,378,623	1,008	5,586	1,926,776	4,744	26,301	5,305,399



PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

*Of United States Origin.*—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS

THE GRAND TRUNK PACIFIC COAST S. S. CO., LTD.

Contract No. 61.

T. & C. File No. 26129.

Vote 159.—*Prince Rupert, B.C., and Queen Charlotte Islands—steam service between—*

1920-21.. . . .	\$21,000
1921-22.. . . .	21,000

*Contractors.*—The Grand Trunk Pacific Coast S. S. Co., Ltd.

*Date of Contract.*—September 23, 1920.

*Duration of Contract.*—April 1, 1920, to March 31, 1921.

*Services and Ports of Call.*—Fortnightly trips from Prince Rupert, B.C., calling each way at Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Jedway, Thurston Harbour, Lockeport, and Atli Inlet, and calling once each month at Cumshewa Inlet, it being understood that the call at Refuge Bay shall be made by a subsidiary launch service provided by the contractors; calling at the option of the company when deemed necessary at Ketchikan, Alaska.

*Speed Required.*—Not stated.

*Subsidy.*—\$21,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.

DISTANCES.

	Miles.	
Prince Rupert to Masset.. . . .	85	
Masset to Port Clements.. . . .	26	
Port Clements to Masset.. . . .	26	
Masset to Prince Rupert.. . . .	85	
	<hr/>	222
Prince Rupert to Refuge Bay.. . . .	20	
Refuge Bay to Sandspit.. . . .	77	
Sandspit to Skidegate.. . . .	5	
Skidegate to Queen Charlotte City.. . . .	2	
Queen Charlotte City to Ikeda.. . . .	100	
Ikeda to Jedway.. . . .	10	
Jedway to Lockeport.. . . .	43	
Lockeport to Prince Rupert.. . . .	128	
	<hr/>	385
		<hr/>
		607
		<hr/>



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSELS EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accomodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	ft.	ft.						ft.			
Prince Albert	232	30	14·1	587	1,015	.....	.....	170	....	Hull.....	1892	Steel.
Prince John...	185·3	29·6	10·9	540	905	.....	.....	103	....	Bowling.....	1910	Steel.

TRAFFIC RETURNS

Calendar Year.	No. of Round trips run.	Passengers Carried.	Freight.		Live Stock	Mails.		Subsidy Paid.
			tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks	
1912.....	44	5,910	3,250	4,081	60	1,328	1,957	\$ 8,200 00
1913.....	40	4,588	3,923	*245 M ft.	124	2,359	1,585	8,000 00
1914.....	35	3,175	2,695	*11 M ft.	40	1,780	1,570	7,000 03
1915.....	13	686	1,380	465	117	1,321	Nil.	7,333 30
1916.....	25	1,584	5,264	1,586	116	2,116	Nil.	6,000 00
1917.....	24	2,217	6,553	Nil.	5	1,951	209	19,750 00
1918.....	34	11,157	17,395	Nil.	35	4,231	551	21,000 00
1919.....	39	In.....1,562 Out. 1,729	3,776 2,172	52 M. ft. 17 M. ft.	18 6	994 2,341	3 30	
Total.....	.....	3,291	5,948	69 M. ft.	24	3,335	33	21,000 00
1920.....	38	In.....2,778 Out. 2,788	3,497 1,661	236 24	Nil. Nil.	851 2,395	25 76	21,000 00
Total.....	.....	5,566	5,158	260	Nil.	3,246	101	

\*Lumber.

The service for 1915, 1916 and the first quarter of 1917 was performed by the Union S.S. Co. of B.C., Ltd.

VICTORIA AND SAN FRANCISCO

PACIFIC STEAMSHIP COMPANY

Contract No. 10.  
T. & C. File 26037.

Vote 160.—Victoria and San Francisco.—Steam service between—

1920-21.. . . . .	\$3,000
1921-22.. . . . .	3,000

Contractors.—The Pacific Steamship Co. of Seattle, Wash., U.S.A.

(Canadian Agents.—R. P. Rithet & Co., Ltd., 1117 Wharf street, Victoria, B.C.)

Date of contract.—August 23, 1920.



11 GEORGE V, A. 1921

Duration of contract.—April 1, 1920, to March 31, 1921.

Service.—Weekly.

Ports of Call.—Victoria, B.C., and San Francisco, U.S.A.

Subsidy.—\$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.

Speed Required.—Not stated.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Distance.—Victoria to San Francisco, 750 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.ft		Kts			
President...	391	48·0	19·7	2,546	5,218	2,800	340	..	179	....	601	15	Camden, N.J.....	1906	Steel.
Governor...	391	48·0	19·7	2,550	5,250	2,800	350	...	196	..	679	15	Camden, N.J.....	1907	Steel.

NOTE.—A steamship service between Victoria and San Francisco, provided by the Dominion Government, is required under the terms of the agreement by which British Columbia entered Confederation.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried.	Mails Carried.		Subsidy Paid.
			Weight.	Meas.		Lock Bags.	Tied Sacks.	
1912.....	52	2,612	6,197	8,654	Nil.	Nil.	Nil.	\$ cts. 3,000 00
1913.....	52	3,791	4,779	7,306	Nil.	Nil.	Nil.	3,000 00
1914.....	54	3,630	3,534	4,386	Nil.	Nil.	Nil.	2,971 15
1915.....	52	4,307	1,955	2,435	Nil.	Nil.	Nil.	3,000 00
1916.....	47½	3,249	3,702	2,514	Nil.	Nil.	Nil.	2,769 23
1917.....	52	6,703	4,815	Nil.	Nil.	Nil.	Nil.	3,000 00
1918.....	43½	3,864	2,949	Nil.	Nil.	Nil.	Nil.	2,509 77
1919.....	36	In 2,286 Out 2,010	1,933 78	Nil. Nil.	Nil. Nil.	Nil. Nil.	Nil. Nil.	2,076 95
Total.....		4,296	2,011	Nil.	Nil.	Nil.	Nil.	
1920.....	49½	In 2,360 Out 2,855	3,601 243	Nil. Nil.	Nil. Nil.	Nil. Nil.	Nil. Nil.	2,826 90
Total.....		5,215	3,844	Nil.	Nil.	Nil.	Nil.	



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## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
			\$			\$			\$
1912.....	68	226	47,554	36	214	39,223	104	440	85,777
1913.....	63	385	68,418	2	178	17,474	63	563	85,892
1914.....	95	873	128,307	Nil.	87	10,911	95	960	139,218
1915.....	175	306	37,730	6	27	10,514	181	333	48,244
1916.....	212	370	51,323	21	14	4,901	233	384	56,224
1917.....	234	Nil.	55,941	19	Nil.	11,438	253	Nil.	67,379
1918.....	67	Nil.	28,948	8	Nil.	4,475	75	Nil.	33,423
1919.....	69	Nil.	28,911	9	Nil.	11,360	78	Nil.	40,271
1920.....	197	Nil.	109,261	46	Nil.	31,700	243	Nil.	140,961

## PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Household goods, automobiles, canned clams, paint, wood-pulp and beer.

*Of United States Origin.*—Empty cylinders, automobiles, machinery, raisins and furs.

## VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY

## CANADIAN PACIFIC RAILWAY COMPANY

Contract No. 28.

T. & C. File No. 25590.

*Vote 161.*—*Victoria, Vancouver, Wayports and Skagway, steam service between—*

1920-21.....	\$25,000
1921-22.....	25,000

*Contractor.*—Canadian Pacific Railway Co., Montreal, Que.

*Contract Dated.*—June 16, 1920.

*Duration of Contract.*—April 1, 1920, to March 31, 1921.

*Service.*—Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

*Ports of Call.*—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau and Skagway.

*Calls at United States Ports.*—Steamers are permitted to call at the United States ports mentioned in the preceding paragraph on outward trips only.

*Subsidy.*—\$25,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

## DISTANCES.

	Knots.
Victoria to Vancouver.....	73
Vancouver to Port Essington.....	472
Port Essington to Prince Rupert.....	27
Prince Rupert to Port Simpson.....	36
Port Simpson to Ketchikan.....	66
Ketchikan to Skagway.....	307
Total.....	981



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DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							c.ft.		Kts			
Princess Alice.	289.0	46.0	17.0	1,903	3,099	500	500	Nil.	Nil.	Nil.	610	17½	Newcastle-on-Tyne.	1911	Steel.
Princess Mary.	248.4	40.1	14.0	1,346	2,155	900	500	Nil.	Nil.	Nil.	195	14	Paisley...	1910	Steel.
Princess Beatrice.	193.0	37	16.4	635	1,289	.....	.....	.....	.....	Nil.	124	13½	Victoria, B.C.	1903	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.
		1st Class.	2nd Class.	3rd Class.	Tons W'ght	Tons Meas.		Lock Bags.	Tied Sacks	
										\$ cts.
1912.....	39	10,948	1,216	404	5,315	3,238	900	6,227	5,238	12,500
1913.....	40	12,292	1,461	584	6,409	1,372	482	3,460	9,118	12,500
1914.....	40	12,788	827	811	11,483	349	925	6,665	6,377	12,500
1915.....	40	6,020	601	249	10,818	597	1,521	5,067	7,703	12,500
1916.....	42	7,638	440	199	13,506	180	1,239	3,361	14,207	12,500
1917.....	40	7,616	528	322	13,909	Nil.	779	4,240	9,347	12,500
1918.....	32½	6,308	810	112	16,890	Nil.	158	4,496	8,195	11,263 03
1919.....	34	9,430	699	493	8,583	Nil.	260	6,517	7,649	21,875
1920.....	35 In Out	5,761	557	335	3,197	Nil.	1	1,794	2,270	23,593 75
		4,414	148	137	6,385	Nil.	100	2,350	7,110	
Total.....		10,175	705	472	9,582	Nil.	101	4,144	9,380	

VICTORIA AND WEST COAST VANCOUVER ISLAND

CANADIAN PACIFIC RAILWAY COMPANY

Contract No. 63.  
T. & C. File 25820.

Vote 162.—Victoria and West Coast Vancouver Island.—Steam service between—

1920-21.. . . . .	\$15,000
1921-22.. . . . .	15,000

Contractors.—Canadian Pacific Railway Company, of Montreal, Que.  
Date of Contract.—June 18, 1920.  
Duration of Contract.—April 1, 1920, to March 31, 1921.



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*Service.*—Three complete round trips each month.

*Ports of Call.*—Victoria, Port Renfrew, Carmanah, Cla-oose, Bamfield, New Alberni, Uchucklesit, Sechart, Ucluelet, Clayoquot, Tofino, Christie School, Ahousaht, Hesquiot, Nootka, Whaling Station, Kyuquot, Quatsino, and Port Alice; and if sufficient business offers at other intermediate accessible ports.

*Speed Required.*—Not stated.

*Subsidy.*—\$15,000 per annum, payable quarterly in June, September, December and March.

*Mails.*—To be carried free.

## DISTANCES.

	Knots.
Victoria to Port Renfrew.. . . . .	54
Port Renfrew to Carmanah.. . . . .	15
Carmanah to Cla-oose.. . . . .	5
Cla-oose to Bamfield.. . . . .	25
Bamfield to New Alberni.. . . . .	34
New Alberni to Sechart.. . . . .	34
Sechart to Ucluelet.. . . . .	12
Ucluelet to Clayoquot.. . . . .	26
Clayoquot to Christie's School.. . . . .	3
Christie's School to Ahousaht.. . . . .	9
Ahousaht to Hesquiot.. . . . .	36
Hesquiot to Friendly Cove.. . . . .	25
Friendly Cove to Whaling Station.. . . . .	68
Whaling Station to Kyuquot.. . . . .	11
Kyuquot to Winter Harbour.. . . . .	45
Winter Harbour to Quatsino.. . . . .	22
Quatsino to Holberg.. . . . .	23
Total.. . . . .	447

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.ft		Kts			
Princess Maquinna.	232	38	17	978	1,777	800	500	Nil.	Nil.	Nil.	Nil.	12	Victoria, B.C.	1913	Steel.



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Loose Bags.	Tied Sacks	
1912	46	4,954	1,418	1,137	5,241	5,854	111	1,751	937	\$ 5,000 00
1913	43	5,173	3,534	Nil.	1,100	7,292	73	2,057	940	5,000 00
1914	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	5,000 00
1915	42	2,984	916	605	7,442	5,382	40	2,936	898	5,000 00
1916	42	3,275	1,343	Nil.	9,756	Nil.	20	2,321	1,817	5,000 00
1917	42	5,292	2,169	Nil.	11,636	Nil.	105	4,353	174	5,000 00
1918	36	7,168	1,516	438	15,930	Nil.	151	1,302	3,936	4,374 94
1919	36½	5,733	1,525	Nil.	15,047	Nil.	207	3,335	1,277	4,375 00
1920	36 In Out	3,428 3,552	639 725	Nil. Nil.	14,010 7,040	Nil. Nil.	16 232	832 3,147	184 1,045	12,500 00
Total...		6,980	1,364	Nil.	21,050	Nil.	248	3,979	1,229	

VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS

THE UNION STEAMSHIP CO. OF BRITISH COLUMBIA, LTD.

Contract No. 18.

T. & C. File No. 25801.

Vote 163.—Vancouver and Northern parts of British Columbia, steam service between—

1920-21	\$24,800
1921-22	24,800

Contractors.—The Union Steamship Company of British Columbia, Ltd., Vancouver, B.C.

Date of Contract.—June 15, 1920.

Duration of Contract.—April 1, 1920, to March 31, 1921.

Service and Ports of Call.—Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making—

(a) Two calls each way each week at Campbell River, Port Hardy and Quathiasca Cove.

(b) One call each way each week at Alert Bay, Sointula, Beaver Cove, Shushartie Bay, Namu, Bella Bella, Bella Coola, Swanson Bay, Butedale, Prince Rupert, Port Simpson and Ocean Falls.

(c) One call each week at Wadhams, Hartley Bay, Port Essington, Arrandale, Kincolith, Mill Bay, Anyox, Claxton, and, weather permitting, at Suquash.

(d) One call one way every two weeks during summer and every four weeks during winter at Smith's Inlet.



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(e) One call one way every four weeks at Kitimat.

(f) During the summer season one call one way each week at Oceanic, China Hat, Lowe Inlet, Rivers Inlet, Schooner Passage, Kumeon and Alice Arm, and every two weeks in winter.

(g) During the summer season only one call one way every two weeks at Kimsquit.

Under the present service to Bella Coola by the steamer making that place the terminal, one call per week suffices. If calls are made by the steamer operating through to Prince Rupert calls must be made each way each week. It is understood and agreed that the two calls each way each week at Port Hardy are conditional upon the Government float being installed at that port; otherwise one call each way each week will be sufficient.

*Speed Required.*—Not stated.

*Subsidy.*—\$24,800 per annum, payable quarterly in July, October, January and April. (In addition to this, \$9,200 per annum is paid by the Post Office Department.)

*Mails.*—To be carried free. The contractors further agree to carry the mails to and from all ports at which they call, whether such call be stipulated in the agreement or not.

*Government Wharves.*—Steamers must call whenever possible.

## DISTANCES.

	Miles.		Miles.
Vancouver to Campbell River.. . . .	101	Ocean Falls to Bella Bella.. . . .	28
Campbell River to Quathiasca Cove.. . .	2	Bella Bella to China Hat.. . . .	39
Quathiasca Cove to Alert Bay.. . . .	81	China Hat to Swanson Bay.. . . .	24
Alert Bay to Sointula.. . . .	5	Swanson Bay to Butedale.. . . .	13
Sointula to Suquash.. . . .	9	Butedale to Hartley Bay.. . . .	28
Suquash to Port Hardy.. . . .	12	Hartley Bay to Kitimat.. . . .	40
Port Hardy to Shushartie Bay.. . . .	19	Hartley Bay to Lowe Inlet.. . . .	21
Shushartie Bay to Takush Harbour.. . .	39	Lowe Inlet to Claxton.. . . .	41
Takush Harbour to Smith's Inlet.. . .	12	Claxton to Port Essington.. . . .	9
Smith's Inlet to Wadham's.. . . .	26	Port Essington to Inverness.. . . .	12
Wadham's to Rivers Inlet Cannery.. . .	14	Inverness to Oceanic.. . . .	7
Rivers Inlet Cannery to Schooner Pas- sage.. . . .	13	Oceanic to Prince Rupert.. . . .	14
Schooner Passage to Safety Cove.. . .	15	Prince Rupert to Port Simpson.. . .	34
Safety Cove to Namu.. . . .	22	Port Simpson to Arrandale.. . . .	32
Namu to Bella Coola.. . . .	59	Arrandale to Kincolith.. . . .	2
Bella Coola to Kimsquit.. . . .	53	Kincolith to Mill Bay.. . . .	5
Kimsquit to Ocean Falls.. . . .	57	Mill Bay to Anyox.. . . .	33

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DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.ft		Kts			
Chelohsin...	175.5	35.1	15.7	597	1,133	479	100	91	Nil.	Nil.	131	13½	Dublin.....	1911	Steel.
Venture.....	180.4	32.0	17.0	580	1,011	560	100	84	Nil.	Nil.	171	12	Glasgow....	1910	Steel.
Coquitlam..	120.0	22.2	9.6	165	256	357	Nil.	Nil.	Nil.	Nil.	28	7½	Vancouver..	1892	Steel.
Casmosun...	192.0	35.2	17.9	793	1,369	713	100	103	Nil.	Nil.	224	11	Paisley.....	1905	Steel.
Cowichan...	156.1	32.0	13.5	520	961	565	165		Nil.	Nil.	151	11	Ayr.....	1908	Steel.
Chilkoot....	170.6	27.6	10.5	219	557	750	Nil.	Nil.	Nil.	Nil.	81	9	Bowling....	1903	Steel.
Chilliwack..	172.6	30.2	12.9	410	756	800	21	Nil.	Nil.	Nil.	95	10	N. Vancou- ver.....	1920	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
1912.....	217	19,600	26,451	11,157	928	7,472	Nil.	\$ cts. 7,500
1913.....	189	19,328	99,106	45,433	791	8,042	2,828	15,100
1914.....	209	21,167	31,291	10,600	518	17,256	Nil.	16,800
1915.....	189	15,126	30,627	8,541	602	13,831	Nil.	16,800
1916.....	241	21,424	34,550	14,738	362	16,964	Nil.	16,800
1917.....	236	23,453	31,011	13,511	309	19,526	Nil.	16,800
1918.....	268	30,454	40,116	16,891	230	20,997	100	16,800
1919.....	218	27,309	31,474	12,169	165	22,103	Nil.	16,800
1920.....	234	In 13,018 Out 19,459	11,601 8,615	2,444 12,512	21 221	9,975 16,897	Nil. Nil.	22,800
Total.....		32,477	20,216	14,956	242	26,872	Nil.	

VANCOUVER AND PORTS ON HOWE SOUND

R. D. THOMPSON

Contract No. 78.

T. & C. File No. 26034.

Vote 164.—Vancouver and ports on Howe Sound, steam service between—

1920-21.. . . . .	\$5,000
1921-22.. . . . .	5,000

Contractor.—R. D. Thompson, of Vancouver, B.C.

Date of Contract.—August 24, 1920.

Duration of Contract.—April 1, 1920, to March 31, 1921.

Service and Ports of Call.—

(a) A regular daily service from April 1 to September 30 between Vancouver and Gibson's Landing, Hopkin's Landing, New Brighton, Port Mellon, Smith's Landing and Seaside Park.



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(b) A regular service three times each week from October 1 to March 31, and more frequently should business warrant it, between Vancouver and Gibson's Landing, Hopkin's Landing, Smith's Landing and New Brighton.

(c) A regular service twice a week throughout the year between Vancouver and Hope Point (or Long Bay), West Bay, Grace Harbour, Elkin's Point, McNab Creek, Douglas, North Bay and Halkett Bay.

(d) A regular service twice a week from October 1 to March 31 between Vancouver, Port Mellon and Seaside Park, with more frequent trips, if business should warrant it.

Speed Required.—Not stated.

Subsidy.—\$5,000 per annum, payable quarterly.

Mails.—To be carried free. Mails to be received and delivered at ship's side.

DISTANCES.

	Miles.
Vancouver to Hope Point.. . . . .	22
Hope Point to West Bay.. . . . .	5
West Bay to Gibson's Landing.. . . . .	8
Gibson's Landing to Hopkin's Landing.. . . . .	4
Hopkin's Landing to Smith's Landing.. . . . .	2
Smith's Landing to New Brighton.. . . . .	3
New Brighton to Port Mellon.. . . . .	10
Port Mellon to Seaside Park.. . . . .	1
Seaside Park to McNab's Creek.. . . . .	6
McNab's Creek to Elkin's Point.. . . . .	2
Elkin's Point to Douglas Bay.. . . . .	4
Douglas Bay to North Bay.. . . . .	4
North Bay to Halkett.. . . . .	4
Halkett to Vancouver.. . . . .	22
Total.. . . . .	97
Vancouver to Gibson's Landing.. . . . .	24

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.				Tonnage.		Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Britannia.....	104.8	22.4	6.09	221.6	325.9	60	200	33	10 Knot	Vancouver, B.C.	1902	Wood

TRAFFIC RETURNS

Period.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
Aug. 1 to Dec. 31, 1919.....	114	5,378	531	48	309	464	\$ cts. 1,744 88
1920.....	264	In 9,198 Out 9,405	110 1,845	19 43	911 1,122	612 1,642	5,000 00
Total.....		18,603	1,955	62	2,033	2,254	







LOCAL SERVICES.

BADDECK AND IONA

THE BADDECK STEAMSHIP COMPANY, LIMITED

Contract No. 25.  
T. & C. File 25181.

Vote 165.—*Baddeck and Iona, steam service between—*

1920-21.. . . .	\$6,825
1921-22.. . . .	8,825

*Contractors.*—The Baddeck Steamship Company, Ltd., of Baddeck, N.S.

*Contract Dated.*—February 17, 1920.

*Duration of Contract.*—April 1, 1920, to March 31, 1921.

*Service.*—Two full round trips daily, during open navigation.

*Ports of Call.*—Baddeck, Iona and McKay's Point; calling at Kempt Head on the western end of Boularderie Island on trips from Baddeck to Iona; such calls to be made only on those days on which the steamer *Marion* makes her westbound trip from Sydney to Whycocomagh; and calling at Grand Narrows whenever there is a reasonable amount of freight to take on or put off at that place.

*Connections at Iona.*—The steamer *Blue Hill* shall make connections at Iona with the afternoon eastbound train from Halifax to Sydney. In case the train is late in arriving at Iona, the steamer must wait for a reasonable time before proceeding to Baddeck.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,825 per annum, payable quarterly, in July, October, January and April.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Baddeck to Iona.. . . .	12
“ Grand Narrows.. . . .	20
“ McKay's Point.. . . .	10
“ Kempt Head.. . . .	5
Distance between terminal points.. . . .	20

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Blue Hill.....	135	18	7	92	195	.....	500	38	12	East Boston, U.S.A.	1887	Wood



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TRAFFIC RETURNS

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
							\$ cts.
1912.....	480	3,048	573	74	2,892	3,377	5,825 00
1913.....	534	4,754	873	86	3,173	3,938	5,825 00
1914.....	500	4,468	782	98	3,227	4,801	5,825 00
1915.....	598	4,156	824	54	3,065	4,200	5,728 32
1916.....	510	3,463	789	—	3,034	4,986	5,750,64
1917.....	477	4,380	1,015	—	2,854	5,419	5,825 00
1918.....	453	3,418	783	Nil.	2,999	4,659	5,825 00
1919.....	573	5,652	923	Nil.	3,869	6,711	6,825 00
1920.....	484	In...2,938	652	Nil.	1,755	5,648	6,825 00
		Out..2,807	189	28	1,349	281	
Total.....		5,745	841	28	3,104	5,929	

From 1907 to 1915, inclusive, and during the quarter ended March 31, 1916, the service was performed by the Victoria Steamship Company, of Baddeck, N.S., and their proportion of the subsidy shown above for 1916 was \$1,475.

CHARLOTTETOWN, PICTOU AND NEW GLASGOW

Vote 166.—Charlottetown, Pictou and New Glasgow, steam service between—

1920-21.. . . . .	\$2,000
1921-22.. . . . .	2,000

The Eastern Transport, Ltd., of New Glasgow, N.S., offered to perform a weekly service between the above-named ports, with the steamer *Eastran*, for an annual subsidy of \$2,000. The contract was never completed, however, as the company substituted for the *Eastran* an inferior vessel, the *Trusty*, with which an irregular service was performed. No subsidy has been paid yet, and no traffic returns furnished.

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF

CHARLOTTETOWN STEAMSHIP Co.

Contract No. 74.  
T. & C. File 25889.

Vote 167.—Charlottetown, Victoria and Holliday's Wharf, steam service between—

1920-21.. . . . .	\$2,500
1921-22.. . . . .	2,500

Contractors.—The Charlottetown Steamship Co., Ltd., of Charlottetown, P.E.I.  
Contract dated.—July 6, 1920.  
Duration of Contract.—From the opening to the close of navigation in 1920.  
Service and Ports of Call—

Two round trips each week from the opening of navigation until October 1st, and thereafter one round trip each week until the close of navigation, from Charlottetown to Victoria; and two round trips each week throughout the season to Holliday's Wharf, East River and West River, calling at China Point, Orwell and Orwell Cove.  
Subsidy.—\$2,500 per season, payable in two instalments  
Mails.—To be carried free.



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## DISTANCES

	Miles.
Charlottetown to Holliday's.. . . .	17
Holliday's to China Point.. . . .	2 $\frac{1}{2}$
China Point to Orwell Cove.. . . .	$\frac{1}{2}$
Charlottetown to Victoria.. . . .	28
Charlottetown to Hickey's Wharf.. . . .	11
Hickey's Wharf to Haggarty's.. . . .	3
Haggarty's to Hayden's.. . . .	1
Charlottetown to McEwen's.. . . .	8
McEwen's to West River Bridge.. . . .	2
	<hr/> 73 <hr/>

## DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knot			
Harland.....	113	27	6.7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood

## TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Barrels of Freight carried.	Live Stock.	Mail Bags.	Subsidy Paid.
						\$
1913.....	273	12 534	31,331	1,038	Nil.	2,500 00
1914.....	251	13,232	33,050	1,617	Nil.	2,500 00
1915.....	255	13,165	31,041	1,053	Nil.	2,500 00
1916.....	234	10,159	35,898	1,528	Nil.	2,500 00
1917.....	226	10,536	41,873	1,275	Nil.	2,500 00
1918.....	No service was performed.					
1919.....	198	3,123	30,018	471	Nil.	2,031 25
1920.....	242	In...4,584 Out..4,541	14,323 16,342	1,636 92	Nil. Nil.	
Total.....		9,125	30,665	1,728	Nil.	2,500 00

## GRAND MANAN AND THE MAINLAND

## GRAND MANAN STEAMBOAT COMPANY

Contract No. 14.

T. &amp; C. File No. 25759.

Vote 168.—Grand Manan and the Mainland, steam service between—

1920-21.. . . .	\$15,000
1921-22.. . . .	15,000

Contractors.—The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of Contract.—June 10, 1920.



11 GEORGE V, A. 1921

*Duration of Contract.*—April 1, 1920, to March 31, 1921.

*Service and Ports of Call.*—From June to September, inclusive:—

- (a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.
- (b) One trip each week between Grand Manan and St. John, *via* and calling both ways at Campobello and Eastport.
- (c) One round trip each week between Grand Manan and St. John direct.
- (d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

And during the remaining eight months of the year:—

- (e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.
- (f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.
- (g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

*Subsidy.*—\$15,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government Wharves.*—Steamers must call at Government Wharves whenever possible.

DISTANCES.

	Miles.
Grand Manan to Campobello.. . . .	15
Campobello to Eastport.. . . .	3
Eastport to St. John.. . . .	45
Eastport to St. Andrew's.. . . .	12
St. Andrews to St. Stephen.. . . .	18
St John to Grand Manan.. . . .	45
St. Stephen to Grand Manan.. . . .	48
St. Andrew's to Grand Manan.. . . .	30

DESCRIPTION OF STEAMER EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Grand Manan.	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood



SESSIONAL PAPER No. 10a

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	No. of Passengers Carried.	Tons Freight Carried.	Live Stock.	Malis.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
							\$ cts.
1912.....	174	7,707	4,660	25	2,295	2,000	9,250 00
1913... ..	171 <sup>1</sup> <sub>2</sub>	7,509	4,010	152	1,815	1,914	9,903 85
1914.....	172 <sup>1</sup> <sub>2</sub>	6,525	3,927	54	1,633	2,215	10,000 00
1915.....	176 <sup>1</sup> <sub>2</sub>	6,416	4,589	26	1 775	2,587	10,000 00
1916.....	174	6,977	5,427	34	1,952	2,859	10,000 00
1917.....	173	6,473	4,607	41	1,805	3,089	10,000 00
1918.....	163 <sup>1</sup> <sub>2</sub>	5,606	4,789	21	2,680	3,493	10,000 00
1919.....	165	7,921	4,793	107	1,782	3,577	11,875 00
1920.....	168	In 3,636 Out 4,411	3,323 283	224 215	965 661	3,184 607	14,375 00
Total.....		8,047	3,606	439	1,626	3,791	

HALIFAX, CANSO AND GUYSBOROUGH

HALIFAX AND CANSO STEAMSHIP Co., LTD.

Contract No. 30.

T. & C. File No. 25844.

Vote 169.—Halifax, Canso and Guysborough, steam service between—

1920-21.. . . . .	\$7,000
1921-22.. . . . .	7,000

Contractors.—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

Date of Contract.—June 23, 1920.

Duration of Contract.—April 1, 1920, to March 31, 1921.

Service.—Weekly, all the year round, between Halifax and Guysborough.

Ports of Call.—Calling on all voyages each way at Canso, Whitehead, Drumhead, Isaac’s Harbour, Goldboro, Port Beckerton and, weather permitting, at Port Hilford; and calling on all outward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January and February at Port Dufferin and Moser’s River.

(a) From January 15 to March 31 a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

(b) Calls at Port Hilford shall not be required when the depth of water south of the breakwater is less than 14 feet. The contractors shall, however, make every reasonable effort to call at this port.

Capacity of Steamer.—The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

Laying off Steamer.—The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

Government wharves.—The steamer must call whenever possible.

Subsidy.—\$7,000 per annum, payable quarterly in July, October, January and on the completion of the service.

Mails.—To be carried free.



DISTANCES.

	Miles.
Halifax to Port Hilford.. . . . .	89
Port Hilford to Beckerton.. . . . .	10
Beckerton to Isaac's Harbour.. . . . .	16
Isaac's Harbour to Whitehead.. . . . .	35
Whitehead to Canso.. . . . .	17
Canso to Queensport.. . . . .	12
Queensport to Guysborough.. . . . .	13
Total.. . . . .	192

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Scotia.....	Ft. 137	Ft. 27	Ft. 9.5	268	376	brls. 2,000	100	53	Knots 10	Mahone, N.S...	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No.of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1912.....	49	1,344	21,369	25	Nil.	\$    cts. 4,000 00
1913.....	51	2,518	22,222	68	Nil.	4,750 00
1914.....	51	2,377	22,731	30	Nil.	5,000 00
1915.....	51	2,247	25,098	Nil.	Nil.	5,000 00
1916.....	50	2,475	19,862	Nil.	Nil.	5,000 00
1917.....	51	2,443	25,481	21	—	5,000 00
1918.....	48	2,168	23,869	Nil.	Nil.	5,000 00
1919.....	50	2,287	30,701	Nil.	Nil.	5,000 00
1920.....	45	In    902 Out   948	3,928 15,367	Nil. Nil.	Nil. Nil.	6,096 20
Total.....		1,850	19,295	Nil.	Nil.	

HALIFAX AND LAHAVE RIVER PORTS

THE WESTERN STEAMSHIP Co., LTD.

Contract No. 67.  
T. & C. File No. 25838.

Vote 170.—Halifax and LaHave River Ports, steam service between—

1920-21.. . . . .	\$4,000
1921-22.. . . . .	4,000

Contractors.—The Western Steamship Co., Ltd., Halifax, N.S.  
Date of Contract.—June 23, 1920.



SESSIONAL PAPER No. 10a

Duration of Contract.—Opening of navigation, 1920, to March 31, 1921.

Service and Ports of Call.—Leaving Halifax once each week, calling at LaHave, Riverport, East LaHave, Pleasantville, Conquerall Bank and Dayspring, and returning to Halifax, calling at the aforesaid ports.

During the winter months, when the LaHave river is frozen over, calls at Pleasantville, East LaHave, Conquerall Bank and Dayspring may be omitted.

During the months of January and February calls at any of the said ports may be omitted if ice conditions prevent their being made.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$4,000 per annum, payable in quarterly instalments on the last days of June, September, December and March.

Mails.—To be carried free.

Withdrawal of steamer for repairs.—The steamer may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.

DISTANCES.

	Miles.
Halifax to LaHave.. . . . .	52
" Riverport.. . . . .	54
" West LaHave.. . . . .	56
" Conquerall Bank.. . . . .	60

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Enterprise....	Ft. 108	Ft. 25	Ft. 8·6	98	211	100	100	42	Knots 11	Shelburne, N.S.	1907	Wood.

TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Bags Mail	Subsidy Paid.
						\$ cts.
1912.....	43	410	360	12	Nil.	3,147 73
1913.....	88	526	5,900	Nil.	Nil.	3,153 85
1914.....	68½	Nil	4,294	Nil.	Nil.	2,815 00
1915.....	76½	134	4,820	Nil.	Nil.	3,000 77
1916.....	83½	682	5,287	6	Nil.	3,639 60
1917.....	72	885	7,310	Nil.	Nil.	4,513 57
1918.....	23	368	2,300	Nil.	Nil.	1,095 26
1919.....	44	343	3,807	Nil.	Nil.	2,250 00
1920.....	46	In 119 Out 127	592 2,690	Nil. Nil.	Nil. Nil.	3,750 00
Total.....		246	3,282	Nil.	Nil.	



HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS

J. A. FARQUHAR & CO., LTD.

Contract No. 11.

T. & C. File No. 25956.

*Vote 171.—Halifax and Newfoundland via Cape Breton ports, steam service between—*

1920-21.. . . .	\$7,000
1921-22.. . . .	5,000

*Contractors.*—J. A. Farquhar & Co., Ltd., of Halifax, N.S.

*Date of Contract.*—July 26, 1920.

*Duration of Contract.*—For the season of navigation, 1920.

*Service.*—Fornightly, until 14 complete round trips have been performed; or until the close of navigation, should it close before the said 14 trips can be performed.

*Ports of Call.*—Halifax to Sydney, *via* the south shore of Cape Breton, thence to North Sydney, Marble Mountain, Baddeck, Ingonish, Neil's Harbour, White Point and St. Paul's Island; thence to Channel, Codroy, Sandy Point, Bay of Islands and Bonne Baie, Nfld.; thence returning to Halifax, calling at Bay of Islands, Sandy Point, Codroy, Channel, St. Paul's Island, White Point, Neill's Harbour, Ingonish, North Sydney and Sydney.

*Sudsidy.*—\$5,000 for the season, payable at the rate of \$357.14 per round trip.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Halifax to St. Peter's.. . . .	154
St. Peter's to Grand Narrows.. . . .	21½
Grand Narrows to Baddeck.. . . .	9¾
Baddeck to North Sydney.. . . .	40
North Sydney to Sydney.. . . .	4½
Sydney to Ingonish.. . . .	31
Ingonish to Neil's Harbour.. . . .	11
Neil's Harbour to Aspy Bay.. . . .	10
Aspy Bay to St. Paul's Island.. . . .	21
St. Paul's Island to Channel.. . . .	49
Channel to Codroy.. . . .	27
Codroy to Bay St. George.. . . .	55
Bay St. George to Bay of Islands.. . . .	111
Bay of Islands to Bonne Bay.. . . .	52
Total.. . . .	<hr/> 598 <hr/>



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In.	Of
	Ft.	Ft.	Ft.						Knots			
Stella Maris..	124	23.6	12.2	54	229	350	Nil.	70	8½	London. ....	1882	Wood and iron

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mail Bags.	Subsidy Paid.
						\$ cts.
1912.....	15	344	7,378	Nil.	34	10,000
1913.....	15	400	8,488	Nil.	20	10,000
1914.....	14	203	9,028	Nil.	28	10,000
1915.....	15	276	9,346	Nil.	39	10,000
1916.....	14	293	9,051	2	44	10,000
1917.....	13	317	7,700	Nil.	65	10,000
1918.....	13	36	5,136	Nil.	51	8,000
1919.....	18	145	4,913	83	73	10,000
1920.....	14	{ In 35 Out 30	1,898 2,919	Nil. Nil.	36 30	5,000
Total.....		55	4,817	Nil.	56	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford & Black, of Halifax, N.S.

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$ cts.
1912.....	2,366	36	119,300	1,139	121	90,743	3,505	157	210,043
1913.....	3,091	636	214,938	552	554	37,799	3,643	1,188	252,737
1914.....	4,421	100	217,962	178	129	25,925	4,599	229	243,887
1915.....	4,308	167	257,505	293	278	46,341	4,601	445	303,846
1916.....	4,012	73	276,533	690	12	110,740	4,702	85	387,273
1917.....	3,058	53	293,323	454	3	75,290	3,512	56	368,613
1918.....	2,280	34	246,535	300	3	43,121	2,580	37	291,656
1919.....	2,631	83	410,650	621	Nil.	73,232	3,252	83	483,882
1920.....	2,565	Nil.	374,210	354	Nil.	69,502	2,919	Nil.	443,712

PRINCIPAL ARTICLES EXPORTED

*Of Canadian Origin.*—Flour, paint, molasses, gasolene, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes, and engines.

*Of United States and Foreign Origin.*—Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whisky, sugar, tea, salt, gasolene, engines, bananas, oranges, and raisins.



11 GEORGE V, A. 1921

HALIFAX, SPRY BAY AND CAPE BRETON PORTS

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LTD.

Contract No. 55.  
T. & C. File No. 25479.

Vote 172.—Halifax and Spry Bay and ports in Cape Breton, steam service between—

1920-21.. . . . .	\$4,000
1921-22.. . . . .	6,000

Contractors.—Halifax and Sheet Harbour Steamship Company, Ltd., 234-246 Hollis street, Halifax, N.S.

Date of Contract.—April 13, 1920.  
Duration of Contract.—April 1, 1920, to March 31, 1921.  
Service.—Weekly, all the year round.

Ports of Call.—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the minister.

- (a) The call at Pope's Harbour is at the discretion of the contractors.
- (b) The call at L'Ardoise may be omitted in January, February and March.
- (c) Between January 20 and March 20 the contractors have the option of omitting calls at St. Peter's, Arichat, West Arichat and Poulamond, provided satisfactory proof can be shown the minister that the steamer was prevented from calling at these ports on account of ice conditions.
- (d) A fortnightly service to Marble Mountain shall be performed during the season of open navigation.
- (e) Through bills of lading shall be issued by the *Margaret* between Halifax and all ports in the Bras d'Or lakes and on the eastern coast of Cape Breton called at by the *Arcadia* during the present season.

Subsidy.—\$4,000 per annum, payable in four equal instalments in July, October, January and April.

Government Wharves.—Steamer must call whenever possible.

Time for repairs.—Three weeks are allowed during the year for Government inspection and annual overhauling.

Mails.—To be carried free.

DISTANCES

	Miles.
Halifax to Jeddore.. . . . .	55
Jeddore to Owl's Head.. . . . .	15
Owl's Head to Tangier.. . . . .	10
Tangier to Pope's Harbour.. . . . .	10
Pope's Harbour to Ship Harbour.. . . . .	10
Ship Harbour to Sheet Harbour.. . . . .	20
Sheet Harbour to Sober Island.. . . . .	20
Total.. . . . .	120



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Margaret.....	Ft. 92	Ft. 19	Ft. 9	100	195	175	90	27	Knots 10½	Sheet Harbour.	1907	Wood

TRAFFIC RETURNS

Calendar Year.	No.of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mail.	Subsidy Paid.
1912. ....	52	3,138	7,380	Nil.	Nil.	\$ cts. 2,500 00
1913. ....	50	3,244	7,430	Nil.	Nil.	2,153 84
1914. ....	50	2,572	7,700	Nil.	Nil.	3,000 00
1915. ....	50	2,630	7,535	Nil.	Nil.	4,000 00
1916. ....	45	2,207	9,180	Nil.	Nil.	3,603 08
1917. ....	45	1,522	7,155	Nil.	Nil.	3,750 25
1918. ....	41	1,101	5,740	100	Nil.	3,767 92
1919. ....	46	1,342	6,225	Nil.	Nil.	4,000 00
1920. ....	46	In 920 Out 1,059	1,725 3,875	Nil. Nil.	Nil. Nil.	4,000 00
Total .....		1,979	5,600	Nil.	Nil.	

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS

HENDRY, LTD.

Contract No. 66.  
T. & C. File No. 25480.

Vote 173.—Halifax, South Cape Breton and Bras d'Or Lake Ports, steam service between—

1920-21.. . . . .	\$6,000
1921-22.. . . . .	6,000

Contractors.—Messrs. Hendry, Ltd., Halifax, N.S.

Date of Contract.—April 13, 1920.

Duration of Contract.—From the opening to the close of navigation in 1920.

Service and Ports of Call.—Passengers and freight shall be conveyed between Halifax and St. Peter's by the steamers *Margaret* and *Strathlorne*, and shall be transhipped at St. Peter's to and from the *Arcadia* for the purpose of proceeding to or from the under-mentioned points in the Bras d'Or lakes, and on the east coast of Cape Breton. The *Arcadia's* services shall be as follows: (a) Four round trips each month from St. Peter's, N.S., to Sydney, through the Bras d'Or Lakes, calling at all ports on the east and west sides of the lakes at which freight is offered, or is to be delivered, including Grand Narrows, Iona, Baddeck, Whycocomagh, Little Narrows, Nyanza, Boularderie Centre, Boularderie, Marble Mountain, West Bay, Washabuck Centre, Johnston's Harbour, Irish Cove, Big Pond, East Bay, Castle Bay and Grand Narrows, extending each trip from Sydney to North Sydney, Glace Bay, Port Morien, Mainadieu, Louisburg and Gabarous.



11 GEORGE V, A. 1921

Through tickets for passengers and through bills of lading for freight shall be issued between Halifax *via* the *Margaret* and *Strathlorne*, and the above-mentioned ports in the Bras d'Or Lakes and on the East Coast of Cape Breton.

If, during the early spring and late fall, the steamers *Strathlorne* and *Margaret* have their full complement of freight and are unable to carry the additional freight required to and from the *Arcadia*, the contractors agree to supply an additional steamer between Halifax and St. Peter's, for the purpose of carrying the surplus of the *Arcadia's* freight.

The calls at Mainadieu are to be conditional upon the weather permitting. Calls at Glace Bay shall not be made unless, in the opinion of the Minister, it is safe for the steamer *Arcadia* to call at this port.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000 per annum, payable in four instalments of \$1,500 each.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Halifax to St. Peter's.. . . .	145
St. Peter's to Grand Narrows.. . . .	26
Grand Narrows to Iona.. . . .	1
Iona to Baddeck.. . . .	10
Baddeck to Pt. Bevis.. . . .	9
Pt. Bevis to Boularderie.. . . .	3
Boularderie to Boularderie Centre.. . . .	5
Boularderie Centre to Big Bras d'Or.. . . .	6
Big Bras d'Or to New Campbellton.. . . .	1
New Campbellton to North Sydney.. . . .	15
North Sydney to Sydney.. . . .	5
Sydney to Glace Bay.. . . .	21
Glace Bay to Port Morien.. . . .	15
Port Morien to Mainadieu.. . . .	14
Mainadieu to Louisburg.. . . .	16
Louisburg to Gabarous.. . . .	14
Total.. . . .	300

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Arcadia .....	73	16·7	6·4	42	62	70	40	30	8	Yarmouth, N.S.	1884	Wood



TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Bags Mail.	Subsidy Paid.
						\$
1912.....	21	21	4,985	Nil.	Nil.	3,200 00
1913.....	21	7	4,930	Nil.	Nil.	3,500 00
1914.....	19	6	4,603	Nil.	Nil.	3,333 33
1915.....	14	Nil.	4,290	Nil.	Nil.	2,666 66
1916.....	15	Nil.	3,770	Nil.	Nil.	5,625 00
1917.....	15	57	4,270	Nil.	Nil.	5,625 00
1918.....	14	Nil.	2,342	Nil.	Nil.	3,999 94
1919.....	26	181	3,775	Nil.	Nil.	6,000 00
1920.....	32	In 149 Out 131	2,910 2,910	Nil. Nil.	Nil. Nil.	6,000 00
	Total.....	280	5,820	Nil.	Nil.	

In 1918 this service, commencing at Halifax, was performed by the Provincial S.S. Co., and previous to that by the Halifax and Glace Bay S.S. Co.

HALIFAX AND WEST COAST CAPE BRETON

THE HALIFAX AND INVERNESS STEAMSHIP CO., LTD.

Contract No. 70.  
T. & C. File No. 25478.

Vote 174.—Halifax and West Coast of Cape Breton, calling at way ports, steam service between—

1920-21... ..	\$4,000
1921-22... ..	4,000

Contractors.—The Halifax and Inverness SS. Co., Ltd., of Halifax, N.S.

Date of Contract.—April 13, 1920.

Duration of Contract.—From the opening to the close of navigation in 1920.

Service.—Weekly. Twenty-six trips shall constitute a full season's service, although the contractors shall be required to make such additional sailings as weather conditions shall permit.

Ports of Call.—Halifax, Port Mulgrave, Port Hawkesbury, Port Hastings, Port Hood, Mabou, Margaree, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Bouche, Cape George and Pleasant Bay, and calling at Inverness, Broadcove Marsh and Margaree Island whenever there is a reasonable quantity of freight or number of passengers to be landed or embarked, weather permitting.

(b) Calls shall be made at Chimney Corner when the wharf is completed, and when there are passengers or freight to be taken on or put off at that place.

(c) One call shall be made during the autumn of the present year at Ballantyne's Cove, N.S.

(d) Through bills of lading shall be issued by the *Strathlorne* from Halifax to all ports in the Bras d'Or Lakes, and on the Eastern Coast of Cape Breton, called at by the *Arcadia* during the present season.



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(e) On all trips north the captain of the *Strathlorne* shall advise the agent of the contractors at Margaree from Mulgrave or Mabou the approximate hour of his arrival at Margaree, and on south bound trips he shall similarly advise the agent at Margaree from Grand Etang.

(f) When weather conditions at Margaree are such as to prevent boats or lighters coming out to the steamer, the agent shall hoist a red or white flag within a reasonable time of the steamer's announced arrival, so that the steamer may not be unduly delayed.

(g) On arrival off the port of Margaree the steamer shall anchor and give notice of her presence by whistle or other suitable means. If boats do not come off from the shore within half an hour after anchoring. the steamer shall be at liberty to hoist her anchor and proceed on her voyage.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$4,000 per annum, payable in instalments of \$2,000 on July 1 and on completion of the service.

*Mails.*—To be carried free.

DISTANCES

	Miles.
Halifax to Mulgrave.. . . . .	150
Mulgrave to Hawkesbury.. . . . .	1
Hawkesbury to Hastings.. . . . .	3
Hastings to Havre au Bouche.. . . . .	7
Havre au Bouche to Port Hood.. . . . .	20
Port Hood to Mabou . . . . .	10
Mabou to Margaree.. . . . .	31
Margaree to Grand Etang.. . . . .	8
Grand Etang to Eastern Harbour.. . . . .	9
Eastern Harbour to Pleasant Bay.. . . . .	15
Total.. . . . .	254

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed, knots	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Strathlorne...	116	20·2	9	81	135	180	40	24	9	Mahone.....	1909	Wood.



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## TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Bags Mail.	Subsidy Paid.
						\$
1912.....	27	8	6,580	Nil.	Nil.	1,444 44
1913.....	27	Nil.	5,120	Nil.	Nil.	1,500 00
1914.....	27	Nil.	4,662	Nil.	Nil.	3,058 82
1915.....	27	3	3,782	Nil.	Nil.	3,000 00
1916.....	25	Nil.	6,079	Nil.	Nil.	2,941 18
1917.....	27	108	7,150	Nil.	Nil.	4,000 00
1918.....	27	64	4,960	Nil.	Nil.	4,000 00
1919.....	27	57	3,125	Nil.	Nil.	4,000 00
1920.....	26	In 220 Out 250	2,800 3,200	Nil. Nil.	Nil. Nil.	4,000 00
	Total.....	470	6,000	Nil.	Nil.	

## MULGRAVE AND CANSO

## HUGH CANN &amp; SON

Contract No. 53.

T. &amp; C. File No. 25837.

*Vote 175.—Mulgrave and Canso, steam service between—*

1920-21.. . . . .	\$11,500
1921-22.. . . . .	11,500

*Contractors.*—Hugh Cann & Son, Ltd., of Yarmouth, N.S.*Date of Contract.*—June 22, 1920.*Duration of Contract.*—April 1, 1920, to March 31, 1921.*Service.*—Daily (Sundays excepted).*Ports of Call.*—Port Mulgrave and Canso, N.S.

*Withdrawal for Repairs.*—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* or the *Percy Cann* as may be approved by the Minister.

*Wind and Ice.*—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$11,500 per annum, payable in quarterly instalments in July, October, and January, and upon completion of the service.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.



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(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* or the *Percy Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated.

Mails.—To be carried free.

Distance.—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed, knots	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Robert G. Cann.....	119	24.6	9.4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Bags Mail.	Subsidy Paid.
						\$ cts.
1912.....	302½	3,529	3,281	Nil.	2,792	6,000 00
1913.....	302	3,577	4,009	Nil.	3,282	6,250 00
1914.....	296½	3,795	3,356	13	3,724	6,500 00
1915.....	307	5,303	3,963	12	4,036	6,500 00
1916.....	305	4,897	4,295	Nil.	2,852	6,500 00
1917.....	306	4,580	6,873	609	2,407	6,500 00
1918.....	295	4,251	5,232	Nil.	3,777	6,500 00
1919.....	294	4,820	4,266	Nil.	Nil.	8,750 00
1920.....	293½	In 2,184 Out 2,254	1,856 1,991	Nil. Nil.	} 4,957	10,786 85
Total.....		4,438	3,847	Nil.	4,957	

MULGRAVE AND GUYSBOROUGH

THE ELAINE STEAMSHIP CO., LTD.

Contract No. 54.  
T. & C. File No. 25483.

Vote 176.—Mulgrave and Guysborough, calling at intermediate ports, steam service between—

1920-21.. . . . .	\$7,500
1921-22.. . . . .	7,500

Contractors.—The Elaine Steamship Co., Ltd., Halifax, N.S.  
Date of Contract.—May 25, 1920.  
Duration of Contract.—April 1, 1920, to March 31, 1921.



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Service.—Daily (except Sundays).

Ports of Call.—Port Mulgrave and Guysborough, calling at Queensport every trip from Guysborough to Mulgrave and three times each week on return trips to Guysborough on those days on which the steamer is not required to proceed to Boylston. Trips to Boylston shall be made three times each week, during the season of open navigation.

Repairs.—The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer as may be approved by the Minister.

Wind, Fog, Snow or Ice.—If any trip be missed on account of wind, fog, snow or ice, no deductions may be made from the subsidy otherwise payable for the trip so missed.

Subsidy.—\$7,500 per annum, payable quarterly, in July, October, January and April.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

Mails.—To be carried free.

DISTANCES

	Miles.
Guysborough to Mulgrave (via Queensport) . . . . .	29½
Mulgrave to Guysborough (direct) . . . . .	25
Guysborough to Boylston . . . . .	5

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Westport III..	Ft.	Ft.	Ft.									
	101	21	9	49	140	70	35	24	10	Shelburne.....	1903	Wood.

TRAFFIC RETURNS.

Calendar Year.	No.of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Pags Mail.	Subsidy Paid.
1912.....	308½	4,165	1,211	Nil.	1,425	\$ 6,000 00
1913.....	294½	4,068	2,092	Nil.	2,215	5,110 58
1914.....	297½	3,812	1,815	Nil.	3,052	5,500 00
1915.....	308	4,037	1,679	Nil.	3,440	5,500 00
1916.....	264	3,670	1,600	Nil.	2,722	5,041 66
1917.....	294	3,504	2,803	Nil.	2,248	5,500 00
1918.....	271	3,230	2,784	Nil.	3,161	5,500 00
1919.....	252	2,584	1,953	1	2,622	6,219 62
1920.....	225	In 822 Out 926	935 671	Nil. 2	719 Nil	5,507 29
Total.....		1,748	1,606	2	719	



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NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND  
MIRAMICHI BAY

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 49.  
T. & C. File 25665.

Vote 177.—*Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay, steam service between—*

1920-21.. . . . .	\$3,000
1921-22.. . . . .	3,000

*Contractors.*—The Miramichi River Service, Ltd., of Chatham, N.B.  
*Date of Contract.*—May 12, 1920.  
*Duration of Contract.*—From the opening to the close of navigation in 1920.  
*Service and Ports of Call.*—On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.  
On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Baie du Vin, Church Point and Neguac.  
The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.  
Calls at Escuminac are to be made during favourable weather in the salmon-fishing season. When, owing to unfavourable weather, the steamer does not call at Escuminac, calls shall be made at Hardwick.  
*Government Wharves.*—Steamer must call whenever possible.  
*Subsidy.*—\$3,000, payable in two equal instalments, on September 1 and on the completion of the contract.  
*Mails.*—To be carried free.

DISTANCES.

	Miles.
Newcastle to Chatham.. . . . .	5
Chatham to Loggieville.. . . . .	5
Loggieville to Oak Point.. . . . .	7
Oak Point to Burnt Church.. . . . .	9
Burnt Church to Bay du Vin.. . . . .	10
Bay du Vin to Escuminac.. . . . .	13
Escuminac to Neguac.. . . . .	17
Total.. . . . .	66

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommo- dation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Alexandra.....	97	24.5	9	136	200	50	400	38	10	Chatham.....	1902	Wood.



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TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Barrels of Freight carried.	Live Stock.	Mail Bags.	Subsidy Paid.
						\$
1912.....	175	7,314	1,764	23	552	2,500 00
1913.....	189	8,228	1,960	56	557	2,500 00
1914.....	160	7,756	1,921	32	510	2,262 00
1915.....	186	7,762	2,404	37	594	2,500 00
1916.....	180	8,478	2,414	44	560	2,500 00
1917.....	172	7,848	2,275	36	544	2,500 00
1918.....	177	7,070	2,426	40	560	2,500 00
1919.....	165	8,278	2,558	24	508	3,000 00
1920.....	153		No statistics available.			3,000 00

PELEE ISLAND AND THE MAINLAND

THE WINDSOR AND PELEE ISLAND STEAMSHIP Co., LTD.

Contract No. 52.  
T. & C. File 25417.

Vote 178.—*Pelee Island and the Mainland, steam service between—*

1920-21.. . . . .	\$8,000
1921-22.. . . . .	8,000

*Contractors.*—The Windsor and Pelee Island Steamship Co., Ltd., Scudder P.O., Pelee Island, Ont.

*Date of Contract.*—April 1, 1920.

*Duration of Contract.*—From the opening of navigation in 1920 to March 31, 1921.

*Service and Ports of Call.*—Six round trips each week, weather permitting, during the months of April, May, June, September and October, and five round trips each week during July, August and November, between Pelee Island and the mainland, calling on each trip at Kingsville and Leamington, Ont.

*Tariff Rates.*—Passenger rate for the trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be same as those contained in a schedule attached to the contract.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$8,000, payable in equal instalments on the last days of June, September, December and March.

*Mails.*—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General.

DISTANCES.

	Miles.
Kingsville to Leamington.. . . . .	8
Leamington to Pelee Island.. . . . .	16
Pelee Island to Windsor.. . . . .	53
Total.. . . . .	77



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DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommo- dation.	N H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Pelee.....	145	24	13	242	537	.....	389	58	13	Collingwood....	1914	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers.	Freight.	Lumber.	Live Stock.	Mails.		Subsidy Paid.
						Bags.	Sacks.	
		No.	Tons.	Feet.				\$
1912.....	184	5,300	3,667	Nil.	447	977	392	5,000
1913.....	185	6,167	4,007	147,000	660	1,431	708	5,000
1914.....	187	3,672	3,469	169,000	571	562	455	7,000
1915.....	241	3,825	3,580	174,000	1,010	765	726	8,000
1916.....	236	3,987	2,700	98,000	1,065	732	644	8,000
1917.....	231	3,761	2,696	89,000	1,101	872	583	8,000
1918.....	205	4,546	1,867	167,000	561	500	676	8,000
1919.....	218	5,662	2,757	154,000	913	662	972	8,000
1920.....	211½	In 2,886 Out 3,054	848 1,556	166,000 Nil.	15 1,290	392 389	782 21	8,000
Total.....		5,940	2,404	166,000	1,305	781	803	



SESSIONAL PAPER No. 10a

## SCHEDULE OF FREIGHT RATES

	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots.....	0 10	0 12
Grain and potatoes, less than carload.....	0 12	0 15
Fruit in baskets, per cwt.....	0 30	0 30
Wine, per bbl.....	0 75	0 75
Oil, per barrel.....	0 85	0 85
Salt and flour, per bbl.....	0 35	0 35
Minimum charge on one parcel.....	0 25	0 25
Any one animal, horse or cattle up to five, each.....	2 50	2 50
Any additional animal over five.....	2 25	2 25
Hogs and sheep up to ten, each.....	0 75	0 75
Hogs and sheep over ten, each.....	0 65	0 65
Groceries and hardware, per cwt.....	0 25	0 25
Lumber, per M ft. up to 5 M ft.....	3 50	3 50
Over 5 M ft.....	3 00	3 00
Shingles, per M.....	0 40	0 40
Laths, per M.....	0 50	0 50
Gristing, per bag, return.....	0 20	0 20
Tobacco, per cwt.....	0 40	0 40
Buggies, set up, each.....	1 75	1 75
Buggies, crated, each.....	2 50	2 50
Coal, per ton.....	2 00	2 00
Coal, per ton, in carload lots.....	1 50	1 50
Farm machinery, per cwt.....	0 45	0 45
Flour, per barrel.....	0 40	0 40
Lubricating oils, per barrel.....	0 85	0 85
Linseed oils, per barrel.....	0 85	0 85
Turpentine, per barrel.....	0 75	0 75
3 inch tile, per 100.....	0 60	0 60
4 " ".....	0 80	0 80
5 " ".....	1 00	1 00
6 " ".....	1 20	1 20
8 " ".....	1 60	1 60
10 " ".....	2 00	2 00
12 " ".....	2 40	2 40
Fish, per cwt.....	0 35	0 35
Automobiles, one way, including driver.....	3 00	3 00
Automobiles, return, including driver.....	5 00	5 00
Brick, per M.....	6 00	6 00
Lime, per barrel.....	0 50	0 50
Cement, per barrel.....	0 55	0 55
Cement, carloads.....	0 50	0 50
Beer, per case.....	0 35	0 35
Pop, per case.....	0 25	0 25
Eggs, per crate.....	0 25	0 25
Hay and straw, per ton.....	2 50	2 50
Wool, per cwt.....	0 40	0 40
Hides, per cwt.....	0 45	0 45
Fence posts, each.....	0 05	0 05
Wagon, empty.....	2 50	2 50
Stone, per ton.....	1 50	1 50
Hardwall plaster, per cwt.....	0 25	0 25
Scrap iron, per cwt.....	0 25	0 25
Cauliflower, per cwt.....	0 14	0 14
Pianos, each.....	5 00	5 00
Organs, each.....	3 00	3 00
Onions, in carloads.....	0 10	0 12
Onions, less than carloads.....	0 12	0 15
Poultry, in crates, per cwt.....	0 75	0 75
Poultry, not crated, per cwt.....	1 00	1 00

## PASSENGER FARES

Between Pelee Island and Leamington and Kingsville—Single.....\$1 00



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MULGRAVE, ARICHAT AND PETIT DE GRAT

THE LAHAVE STEAMSHIP CO., LTD.

Contract No. 20.  
T. & C. File No. 25421.

Vote 179.—Mulgrave, Arichat and Petit de Grat, steam service between—

1920-21.. . . . .	\$9,000
1921-22.. . . . .	9,000

Contractor.—The LaHave Steamship Co., Ltd., of West LaHave, N.S.

Date of Contract.—April 3, 1920.

Duration of Contract.—April 1, 1920, to March 31, 1921.

Service and Ports of Call.—One full trip each way daily (Sundays excepted) between Petit de Grat and Mulgrave, calling on all trips both going and coming at Arichat and West Arichat.

Wind and Ice.—In the event of any trip or trips being missed on account of wind or drifting ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$9,000, payable quarterly in July, October, January and April.

Repairs.—The steamer may be laid off during the month of August, 1920, for repairs, inspection, cleaning, painting, etc., and may also be laid off during the month of February, 1921, at the contractor's option. During the month of August, while the Tussle is laid off, the contractors shall run three round trips a week, with a substitute vessel.

Mails.—To be carried free.

DISTANCES

	Miles.
Petit de Grat to Arichat.. . . . .	8
Arichat to West Arichat.. . . . .	7
West Arichat to Mulgrave.. . . . .	18
Total.. . . . .	33

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						knots			
Tussle.....	83.2	20.5	9.8	67	151	100	25	28	10	Lunenburg, N.S.	1915	Wood



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TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mail Sacks.	Subsidy Paid.
						\$
*Jan. 1 to May 4, 1912.....	96½	747	285	121	236	472 22
May 13 to Dec. 31, 1912.....	190½	2,361	673	Nil.	1,401	3,149 04
1913.....	281½	3,160	1,070	2	2,672	5,588 60
1914.....	276½	2,569	835	Nil.	3,354	6,750 00
1915.....	275½	2,140	832	Nil.	2,944	7,000 00
1916.....	241	2,392	1,009	Nil.	2,485	6,125 00
1917.....	217½	1,535	1,106	Nil.	2,235	5,512 43
1918.....	265	1,969	1,541	Nil.	3,075	7,000 00
1919.....	242½	2,108	2,051	2	3,503	6,107 58
1920.....	166	In 878 Out..1,508	524 351	4 3	1,333 1,279	7,562 50
Total.....		2,386	875	7	2,612	

\*From 1907 to May 4, 1912, the service was performed by Messrs. Hugh Cann & Son, of Yarmouth; N.S.

PICTOU AND MONTAGUE

GEORGETOWN S. S. Co., LTD.

Contract No. 19.  
T. & C. File No. 25182.

Vote 180.—*Pictou and Montague, calling at Murray Harbour and Georgetown, steam service between—*

1920-21.. . . . .	\$6,000	..
1921-22.. . . . .	6,000	

Contractor.—Georgetown Steamship Co., Ltd., of Pictou, N.S.  
Date of Contract.—March 25, 1920.

Duration of Contract.—From the opening to the close of navigation in 1920.

Service and Ports of Call.—Two round trips each week (or three round trips each week, at contractor's option), sailing from Montague, calling at Georgetown and Beach Point, P.E.I., and Pictou, N.S., returning to Beach Point, Georgetown and Montague, and making one call each week at Cardigan, Newport and Murray Harbour North. Calls shall be made at Murray Harbour upon each trip, each way, at the minister's option, on evidence being produced that such calls are necessary.

Subsidy.—\$6,000 for the season, payable in three instalments.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES

	Miles.
Pictou to Montague.. . . . .	47
Montague to Cardigan.. . . . .	22
Montague to Murray Harbour.. . . . .	20
Murray Harbour North to Pictou.. . . . .	38
Georgetown to Pictou.. . . . .	40
Montague to Lower Montague.. . . . .	4
Lower Montague to Georgetown.. . . . .	2
Cardigan to Newport.. . . . .	4



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## DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed.	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						knots			
Magdalen.	98.6	21.6	8.8	91	134	150	18	28	10	Shelburne, N.S.	1884 and 1906	Wood

## TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	No. of Live Stock Carried	Bags Mails.	Subsidy Paid.
						\$ cts
1912.	98	1,739	5,634	409	303	6,000 00
1913.	111	2,132	4,785	242	457	6,000 00
1914.	97	1,885	5,126	423	417	6,000 00
1915.	96	1,926	4,892	230	393	6,000 00
1916.	85	1,455	5,468	88	124	5,684 21
1917.	84	1,562	5,956	72	15	6,000 00
1918.	43	1,497	1,040	62	Nil.	3,580 00
1919.	61	1,544	1,890	107	Nil.	6,000 00
1920.	68	In 1,142 Out 1,011	759 432	26 15	Nil. Nil.	6,000 00
Total		2,153	1,191	41	Nil.	

## PICTOU, MULGRAVE AND CHETICAMP

RODERICK McDougall

Contract No. 16.

T. &amp; C. File No. 25664.

*Vote 181.—Pictou, Mulgrave and Cheticamp, steam service between—*

1920-21.	\$7,500
1921-22.	7,500

*Contractor.*—Roderick McDougall, of Port Hood, N.S.*Date of Contract.*—May 15, 1920.*Duration of Contract.*—From the opening to the close of navigation, 1920.

*Service and Ports of Call.*—(a) 12 round trips during the season between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point.

(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour, making 50 round trips during the



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season; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the minister may direct.

(c) If so required by the minister eight round trips during the season between Souris and Mulgrave may be substituted for eight round trips between Pictou and Mulgrave aforesaid, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, of which one trip shall be made in June, two in July, two in August, one in September and two in October.

Regular semi-weekly connections are to be maintained with the Canadian National Railways at Mulgrave, and the Plant Line steamers at Hawkesbury.

*Subsidy.*—\$7,500 payable in equal instalments on the first days of July and October and on the completion of the service.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.

DISTANCES

	Miles.
Souris to Arisaig.. . . . .	88
Pictou to Arisaig.. . . . .	24
Arisaig to Malignant Cove.. . . . .	5
Malignant Cove to Georgeville.. . . . .	5
Georgeville to Livingstone.. . . . .	4
Livingstone to Ballantyne.. . . . .	16
Ballantyne to Morristown.. . . . .	10
Morristown to Mulgrave.. . . . .	27
Mulgrave to Hawkesbury.. . . . .	2
Hawkesbury to Hastings.. . . . .	3
Hastings to Port Hood.. . . . .	27
Port Hood to Mabou Mouth.. . . . .	8
Mabou Mouth to Port Bain.. . . . .	15
Port Bain to Inverness.. . . . .	5
Inverness to Red Cape.... . . . .	5
Red Cape to Margaree.... . . . .	11
Margaree to Grand Etang.. . . . .	10
Grand Etang to Cheticamp.. . . . .	10
Cheticamp to Pleasant Bay.. . . . .	19
Total.. . . . .	208

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimension.			Tonnage.			Passenger Accommodation	N. H. P.	Knots, Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Kinburn. ....	114	23.5	10.5	79	168	.....	40	28	10	Mahone Bay, N.S.	1910	Wood



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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers carried.	Tons of Freight carried.		Number of Live Stock.	BagsMail.	Subsidy Paid.
			Weight.	Measure-ment.			
1912.....	86	715	3,609	Nil.	998	Nil.	\$       cts. 6,718 75
1913.....	84	904	2,687	Nil.	257	Nil.	7,000 00
1914.....	64	550	535	Nil.	Nil.	Nil.	5,942 70
1915.....	67	315	1,145	Nil.	Nil.	Nil.	5,566 26
1916.....	66	633	1,311	Nil.	Nil.	Nil.	8,106 39
1917.....	66	343	922	545	Nil.	Nil.	7,500 00
1918.....	62	493	3,125	Nil.	Nil.	Nil.	7,500 00
1919.....	65	824	9,000	Nil.	Nil.	Nil.	7,500 00
1920.....	65	In.... 283 Out... 171	1,765 680	Nil. Nil.	Nil. Nil.	Nil. Nil.	7,500 00
Total.....		454	2,445	Nil.	Nil.	Nil.	

PICTOU, NEW GLASGOW AND ANTIGONISH COUNTY PORTS  
J. W. SMITH

Contract No. 75.  
T. & C. File No. 25828.

Vote 182.—*Pictou, New Glasgow and Antigonish County Ports, schooner service between—*

1920-21.....	\$1,500
1921-22.....	1,500

Contractor.—James Wilson Smith, of Pictou, N.S.  
Date of Contract.—June 30, 1920.

Duration of Contract.—From the opening to the close of navigation (November 1), 1920.

Service and Ports of Call.—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra’s Brook, Arisaig, Malignant Cove, Georgeville, Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Havre au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$1,500, of which \$750 is payable on August 1, and the balance upon the completion of the service.

Mails.—To be carried free.

DISTANCES		Miles.
New Glasgow to Pictou.. . . .		9
Pictou to Lismore.. . . .		17
Lismore to McAra’s Brook.. . . .		3
McAra’s Brook to Arisaig.. . . .		3
Arisaig to Malignant Cove.. . . .		4
Malignant Cove to Georgeville.. . . .		4
Georgeville to Livingstone Cove.. . . .		5
Livingstone Cove to Ballantyne Cove.. . . .		6
Ballantyne Cove to Morristown.. . . .		7
Total.. . . .		57



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## DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed,	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						knots			
Ryse.....	47·3	12·8	6	20	20	28	Nil.	30	8	Shippegan Rebuilt Souris.....	1889 1914	Wood

This vessel is a schooner, fitted with an auxiliary gasolene engine.

## TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mails.	Subsidy Paid.
						\$
1913.....	42	23	472	Nil.	Nil.	\$ 500
1914.....	24	Nil.	540	Nil.	Nil.	1,000
1915.....	26	Nil.	660	Nil.	Nil.	1,000
1916.....	26	Nil.	253	Nil.	Nil.	1,000
1917.....	26	Nil.	565	Nil.	Nil.	1,000
1918.....	No service was performed.					
1919.....	20	Nil.	290	Nil.	Nil.	1,500
1920.....	28	In Nil. Out Nil.	60 380	Nil. Nil.	Nil. Nil.	1,500
Total.....		Nil.	440	Nil.	Nil.	

## PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN

## RICHMOND STEAMSHIP COMPANY

Contract No. 26.

T. & C. File 25538.

*Vote 183.—Port Mulgrave, St .Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes, steam service between—*

1919-20.....	\$6,500
1920-21.....	6,500

*Contractors.*—The Richmond Steamship Company, of Sydney, N.S.

*Date of Contract.*—April 22, 1920.

*Duration of Contract.*—From the opening to the close of navigation 1920.

*Service and Ports of Call.*—Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

*Government Wharves.*—Steamer must call whenever possible.



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*Subsidy.*—\$6,500 per annum, payable in July, October, December and at the close of the service.

*Mails.*—To be carried free.

DISTANCES

	Miles.
Grand Narrows to Marble Mountain.. . . . .	18
“ West Bay.. . . . .	31
“ Irish Cove.. . . . .	11
“ Johnston's Harbour.. . . . .	19
“ St. Peter's .. . . . .	31
“ Grandique.. . . . .	44
“ Mulgrave.. . . . .	65

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Knots, Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Richmond....	112.5	18	8.25	105	162	75	100	21	9	Sydney.....	1905	Wood

TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock carried.	Mails.	Subsidy Paid.
						\$ cts.
1912.....	214	2,274	735	28	Nil.	6,000 00
1913.....	224	2,180	674	35	Nil.	5,920 50
1914.....	197	1,250	475	10	Nil.	6,500 00
1915.....	208½	1,360	467	15	Nil.	6,500 00
1916.....	233	1,390	483	23	Nil.	6,500 00
1917.....	214	1,680	585	18	Nil.	6,500 00
1918.....	212	1,580	700	35	Nil.	8,500 00
1919.....	152	970	430	6	Nil.	5,979 96
1920.....	183	In 687 Out 533	460 250	Nil. 12	Nil. Nil.	6,207 64
Total .....		1,220	710	12	Nil.	

PICTOU, SOURIS AND THE MAGDALEN ISLANDS

WM. C. LESLIE

*Vote 18½.—Pictou, Souris and the Magdalen Islands, steam service between—*

1920-21... . . . . See note below  
1921-22... . . . . \$20,000

*(In 1920-21 this service was included in the vote of \$70,000, for services between Quebec and the North and South Shores of the Gulf of St. Lawrence, and between Pictou and the Magdalen Islands.)*

*Contractor.* Wm. C. Leslie.



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*Date of Contract.*—March 8, 1921.

*Duration of Contract.*—From the opening of navigation, 1921, to the close of navigation, 1925.

*Service and Ports of Call.*—A regular semi-weekly service between Pictou, Souris and the Magdalen Islands, as follows:—

(a) First trip each week: From Pictou, calling at Souris, Etang du Nord, Amherst, Grindstone and Pointe Bosse, returning to Grindstone, Amherst, Souris and Pictou.

(b) Second trip each week: From Pictou, calling at Souris, Amherst, Grindstone, Pointe Bosse and Grand Entry, returning to Pointe Bosse, Grindstone, Amherst, Souris and Pictou.

(c) Four trips each year are to be made, in place of four of the regular semi-weekly trips aforesaid, from Pictou to Souris, West Point (to land Amherst mails), Etang du Nord, Bryan Island, Pointe Bosse, Grindstone, Amherst, Souris and Pictou.

*Subsidy.*—\$24,000 per annum, payable as follows: On July 1 and October 1 in each year, \$8,000; and on the close of navigation in each year, \$8,000.

*Mails.*—To be carried free.

DISTANCES

	Miles
Mainland and Magdalen Island Service—	
Pictou to Souris.. . . .	50
Souris to Etang du Nord.. . . .	76
Etang du Nord to Amherst.. . . .	33
Amherst to Grindstone.. . . .	9
Grindstone to Pointe Basse.. . . .	4
Pointe Basse to Grand Entry.. . . .	15
Total.. . . .	187
Etang du Nord to Bryan Island.. . . .	50

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet	Feet	Feet									
R. W. Hendry	152	29	11½	300	500	600	30 and 25		12	Gilbert's Cove, N.S.	1921	Wood.



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers carried.	Tons of Freight carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.....	58	880	5,900	Not given.	Not	given.	\$ cts. 15,000 00
1908.....	61	1,357	4,472	18	2,952	Nil.	15,000 00
1909.....	62	1,168	1,419	944	3,027	169	12,000 00
1910.....	70	1,394	6,048	1,109	2,932	340	15,000 00
1911.....	61	1,416	6,173	1,269	2,551	308	15,000 00
1912.....	64	1,109	7,433	508	2,875	880	14,807 70
1913.....	68	642	6,905	727	3,509	482	15,000 00
1914.....	61	1,380	4,802	811	2,788	921	18,000 00
1915.....	60	633	8,462	174	2,505	1,297	17,769 23
1916.....	52	1,714	6,591	26	2,267	1,239	14,000 00
1917.....	54	1,913	8,860	69	2,966	505	17,769 23
1918.....	43	1,379	4,932	130	3,083	1,393	18,000 00
1919.....	53	1,651	9,500	119	2,497	1,469	18,000 00
1920.....	54½	In 822 Out 1,130	1,870 4,110	40 129	1,176 1,368	1,018 48	16,934 45
Total.....		1,952	5,980	169	2,544	1,066	

The steamer *Scotsburn* was also chartered from Hendry, Ltd., for one single trip, commencing on December 18, 1920, for \$2,400. She carried 245 tons of freight. The *Stanley* also made two trips.

From 1909 to 1915 inclusive this service was performed by Wm. McLure, of Pictou, N.S.; in 1916 and 1917 by the Magdalen Islands SS. Co., Ltd.; in 1918 by J. A. Farquhar & Co., Ltd., of Halifax; and in 1919 and 1920 by the Gulf of St. Lawrence Shipping and Trading Co., of Quebec.

QUEBEC, NATASHQUAN AND HARRINGTON  
CLARKE BROS.

Vote 185.—*Quebec, Natashquan and Harrington, and other points on the North Shore of the Gulf of St. Lawrence, steam service between—*

1920-21.. . . . .	See note below
1921-22.. . . . .	\$50,000

QUEBEC, MONTREAL AND PASPEBIAC  
CLARKE BROS.

Vote 186.—*Quebec, Montreal and Paspébiac, and ports on the South Shore of the Gulf of St. Lawrence, steam service between—*

1920-21.. . . . .	See note below
1921-22.. . . . .	\$30,000

(In 1920-21 these two services were included in the vote of \$70,000 for steam services on the North and South Shores of the Gulf of St. Lawrence, etc.)

The two preceding services (Votes 185 and 186) are covered by one contract.  
Contractors.—Clarke Bros., Quebec, Que.  
Date of Contract.—February 28, 1921.



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Duration of Contract.—From the opening of navigation in 1921 to the close of navigation in 1925.

QUEBEC, NATASHQUAN AND HARRINGTON SERVICE

Service and Ports of Call.—Three round trips each month from Quebec to Natashquan, calling each way at Godbout, Franquelin River, Trinity Bay, Egg Island, Pentecost, Clarke City, Seven Islands, Rivière aux Graines, Sheldrake, Thunder River, Magpie, St. John River, Longue Pointe, Mingan, Esquimaux Point, Piastre Bay and Natashquan, extending one trip each month to Harrington.

Subsidy.—\$50,000 per annum, payable on June 1, August 1, October 1, and at the close of navigation in each year.

Mails.—To be carried free.

DISTANCES

	Miles
Quebec to Godbout.. . . .	224
Godbout to Pt. des Monts.. . . .	8½
Pt. des Monts to Trinity Bay.. . . .	6
Trinity Bay to Egg Island.. . . .	12½
Egg Island to Pentecost.. . . .	12
Pentecost to Shelter Bay.. . . .	17
Shelter Bay to Clarke City.. . . .	13
Clarke City to Seven Islands.. . . .	8½
Seven Islands to Moisie.. . . .	18
Moisie to Rivière aux Graines.. . . .	35
Rivière aux Graines to Sheldrake.. . . .	12
Sheldrake to Thunder River.. . . .	5
Thunder River to Magpie.. . . .	18½
Magpie to St. John's River.. . . .	6
St. John's River to Long Point.. . . .	8½
Long Point to Mingan.. . . .	5
Mingan to Esquimaux Point.. . . .	17
Esquimaux Point to Natashquan.. . . .	77½
Natashquan to Harrington.. . . .	122½
Total.. . . .	626½

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Knots, Speed	BUILT.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In.	Of.
North Shore.	Ft. 206	Ft. 28½	Ft. 13	480	811	500	50 and 50	122	11½	Newcastle.....	1896	Steel.



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907	32	2,508	24,000	Not stated.	Not stated.		\$ cts. 20,000 00
					Lock Bags.	Tied Sacks.	
1908	35	2,695	10,180	22	1,692	1,448	20,000 00
1909	35	2,359	4,970	110	1,589	913	20,000 00
1910	30	2,996	8,600	179	1,389	1,138	20,000 00
1911	19	1,803	3,660	98	670	856	13,666 65
1912	23	2,330	6,312	130	1,104	1,144	12,214 28
1913	13	2,033	4,159	172	612	468	13,812 50
1914	28½	2,285	9,339	Nil.	1,946	Nil.	25,983 35
1915	32	3,081	4,669	Nil.	2,737	Nil.	28,000 00
1916	32	4,013	3,383	Nil.	2,247	Nil.	28,000 00
1917	14	1,114	1,711	Nil.	2,146	Nil.	23,666 60
1918	25	773	3,836	47	3,622	49	28,000 00
1919	30	1,215	3,527	67	4,123	35	30,000 00
1920	28	In 1,026 Out 933	589 3,068	Nil. 71	1,045 3,103	Nil. Nil.	30,000 00
Total.....		1,959	3,657	71	4,148	Nil.	

From 1908 to 1913 inclusive the service was performed by Holliday Bros., of Quebec; from 1914 to 1916 inclusive by the Canada Steamship Lines, Ltd.; in 1917 by the Gaspé and Baie des Chaleurs SS. Co., Ltd.; in 1918 by G. F. Gibsone and J. E. Bernier, and in 1919 and 1920 by the Gulf of St. Lawrence Shipping and Trading Co.

QUEBEC AND PASPEBIAC SERVICE

*Service and Ports of Call.*—Two round trips each month from Quebec (or Montreal, at the contractor's option) to Paspébiac, calling each way at Cap Chat, Ste Anne des Monts, Mont Louis, Grande Vallée, Chlorydomes, Fox River, Griffin Cove, Anse à Louise, Grand Grève, Douglastown, Gaspé Basin, Malbaie, Percé, Cape Cove, Grand River, Chandler, Newport and Port Daniel; and calling once each voyage, either on up or down trip, at Mechins, Marsouins, Martin River, Claude River, St. Antoine, Magdalen, Petite Vallée, Pointe Fregate, St. Yvon (Pointe Sèche), Grand Etang, Anse à Valeau and Pointe Jaune, subject to favourable weather and water conditions.

At the discretion of the minister, the contractors may be permitted to omit from time to time such calls at the above ports as may be deemed advisable, or to call alternately or otherwise at such ports as may be required by the minister, having in view the public interest, and the efficient despatch of passengers and freight.

*Subsidy.*—\$30,000 per annum, payable on June 1, August 1, October 1, and on the close of navigation in each year.

*Mails.*—To be carried free.



## DISTANCES

### DESCRIPTION OF VESSEL EMPLOYED.

[illegible]



TRAFFIC RETURNS

SOUTH SHORE SERVICE

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907.....	15	2,275	2,200	Nil.	Nil.	8,500 00
1908.....	15	2,225	2,295	Nil.	Nil.	8,500 00
1909.....	15	1,806	2,359	Nil.	Nil.	8,500 00
1910.....	15	1,631	2,525	Nil.	Nil.	8,500 00
1911.....	15	1,801	2,070	Nil.	Nil.	8,500 00
1912.....	15	2,605	2,060	Nil.	Nil.	8,500 00
1913 (a) (Bouchard Bros. service).....	13	1,510	1,378	Nil.	Nil.	7,366 67
1913 (b) (These two trips were made by the Gaspesien, of the Gaspé and Baie des Chaleurs Line)	2	228	2,975	Nil.	Nil.	1,133 33
1914.....	15	1,523	3,275	Nil.	Nil.	8,500 00
1915.....	15	1,233	3,562	Nil.	Nil.	8,500 00
1916.....	31	1,224	3,921	Nil.	Nil.	8,500 00
1917.....	9	373	641	Nil.	Nil.	5,100 00
1918.....	13	166	1,646	Nil.	Nil.	8,500 00
1919.....	14	210	3,108	Nil.	Nil.	14,000 00
1920.....	*13	In 434 Out 405	938 2,521	Nil. Nil.	Nil. Nil.	20,000 00
Total.....		839	3,459	Nil.	Nil.	

\* 11 trips were also performed by the "A. Tremblay," without subsidy.

ST. JOHN AND ST. ANDREWS, N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.  
T. & C. File No. 25744.

Vote 187.—*St. John, N.B., and St. Andrews, N.B., calling at intermediate points, steam service between—*

1920-21... ..\$4,000  
1921-22... .. 4,000

Contractors.—The Maritime Steamship Company, Ltd., of Black's Harbour, N.B.

Date of Contract.—June 5, 1920.

Duration of Contract.—April 1, 1920, to March 31, 1921.

Service and Ports of Call.—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black's Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

- (a) Leave St. John for St. Andrews on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay or Letete, Deer Island and Red Store or St. George.
- (b) Returning leave St. Andrews for St. John on Tuesday mornings, calling at Letete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.



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*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

*Mails.*—To be carried free.

DISTANCES

	Miles.
St. John to Dipper Harbour.. . . . .	19
“ Beaver Harbour.. . . . .	36
“ Black’s Harbour.. . . . .	42
“ Lord’s Cove.. . . . .	50
“ Back Bay.. . . . .	55
“ Letete.. . . . .	58
“ St. George.. . . . .	68
“ St. Andrew’s.. . . . .	80

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed,	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Connors Bros.	Ft. 97	Ft. 21·6	Ft. 9	49	133	150	197	30	knots 8	Shelburne, N.S.	1904	Wood.

TRAFFIC RETURNS

Calendar Year.	No. of Round Trips run.	Number of Passengers carried.	Tons of Freight carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1912.....	48	1,095	4,825	Nil.	192	Nil.	\$ cts. 3,769 23
1913.....	47	1,091	4,656	Nil.	188	Nil.	4,000 00
1914.....	48	1,121	5,436	Nil.	200	Nil.	4,000 00
1915.....	50	1,276	5,884	Nil.	200	6	4,000 00
1916.....	52	1,275	6,846	Nil.	208	12	4,000 00
1917.....	52	1,289	5,719	Nil.	184	22	4,000 00
1918.....	52	1,280	7,039	Nil.	498	12	4,000 00
1919.....	48	1,630	9,169	Nil.	418	12	4,000 00
1920.....	53	In 472 Out 608	2,109 3,651	Nil. Nil.	192 233	4 44	4,000 00
Total.....		1,080	5,760	Nil.	425	48	



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ST. JOHN AND BRIDGETOWN

BRIDGETOWN STEAMSHIP COMPANY

Contract No. 72.  
T. & C. File No. 25682.

Vote 188.—St. John and Bridgetown, steam service between—

1920-21.. . . . .	\$2,000
1921-22.. . . . .	2,000

Contractors.—The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.  
Date of Contract.—May 21, 1920.

Duration of Contract.—From the opening to the close of navigation in 1920.

Service and Ports of Call.—Weekly; making thirty-two round trips during the season of navigation between St. John and Bridgetown, calling each way at Ray's Creek, Tupperville and Round Hill; and calling fortnightly at Clementsport and Deep Brook.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$62.50 for each round trip, not to exceed a total of \$2,000 for the season, payable on July 1, October 1, and at close of navigation.

Mails.—To be carried free.

DISTANCES

	Miles.
Bridgetown to Upper Granville.. . . . .	34
Granville to Tupperville.. . . . .	12
Tupperville to Round Hill.. . . . .	7
Round Hill to St. John.. . . . .	57
Total.. . . . .	70

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed,	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Valinda.....	Ft. 95	Ft. 21.5	Ft. 9.3	56	117	60	25	19	knots 9½	Liverpool, N.S.	1911	Wood.

TRAFFIC RETURNS

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Tons of Freight carried.	Live Stock.	Mails.	Subsidy Paid.
1912.....	56	7	5,148	Nil.	Nil.	\$ 2,000
1913.....	36	55	3,021	Nil.	Nil.	2,000
1914.....	35	30	3,845	Nil.	Nil.	2,500
1915.....	36	17	2,313	Nil.	Nil.	2,500
1916.....	35	29	2,554½	Nil.	Nil.	2,500
1917.....	36	28	2,493	Nil.	Nil.	2,500
1918.....	34	23	2,404	Nil.	Nil.	2,500
1919.....	37	12	2,964	Nil.	Nil.	2,500
1920.....	36	In 8 Out 6	1,639 1,274	Nil.	Nil.	2,000
Total.....		14	2,913	Nil.	Nil.	



SESSIONAL PAPER No. 10a

ST. JOHN AND DIGBY

DOMINION ATLANTIC RAILWAY COMPANY

Contract No. 8.

T. & C. File No. 26038.

Vote 189.—*St. John and Digby, steam service between—*

1920-21.. . . . .	\$10,000
1921-22.. . . . .	10,000

*Contractors.*—The Dominion Atlantic Railway Company of Kentville, N.S.

(On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.)

*Date of Contract.*—August 25, 1920.

*Duration of Contract.*—April 1, 1920, to March 31, 1921.

*Service and Ports of Call.*—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

*Connection at St. John.*—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the Canadian Pacific Railway afternoon train for Montreal..

In the event of any trip from Digby to St. John or the connection with the westbound trains at St. John being missed owing to stress of weather, upon satisfactory evidence thereof being furnished to the minister, he may direct that no deductions be made from the subsidy.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$10,000, payable quarterly, in July, October, January and April.

*Mails.*—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.

*Distance.*—St. John to Digby, 47 miles.

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed,	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Empress.....	Ft. 235	Ft. 34	Ft. 28	612	1,341	500	450	365	knots 16½	Newcastle-on-Tyne.	1906	Steel.



TRAFFIC RETURNS

Calendar year.	No. of round trips run.	Number of passengers carried.	Tons of freight carried.	Live Stock.	Mails.		Subsidy paid.
					Bags.	Sacks.	
							\$ cts.
1912.....	312	31,152	26,520	580	6,434	18,238	19,936 71
1913.....	320	39,781	29,507	455	6,049	15,213	19,613 73
1914.....	377	20,957	23,810	1,155	3,443	25,427	19,805 19
1915.....	312	25,795	22,367	617	3,438	25,186	20,000 00
1916.....	315	31,109	32,893	569	3,421	26,213	20,000 00
1917.....	305	27,532	34,772	801	3,344	27,022	19,423 08
1918.....	304	38,058	29,686	885	3,344	21,600	20,000 00
1919.....	303½	36,357	25,016	955	3,341	25,516	20,000 00
1920.....	299	In 19,689 Out 16,880	4,831 17,440	626 162	2,372 897	10,982 10,058	12,083 73
Total.....		36,569	22,271	788	3,269	21,040	

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.  
T. & C. File 25486.

Vote 190.—*St. John, Digby, Annapolis and Granville, steam service between, viz.: along the west coast of the Annapolis basin—*

1920-21.....	\$2,000
1921-22.....	2,000

Contractors.—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.  
Date of Contract.—June 17, 1920.  
Duration of Contract.—April 1, 1920, to March 31, 1921.

Service and Ports of Call.—A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Repairs.—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the minister.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

Subsidy.—\$2,000 per annum, payable quarterly in July, October, January and April.

DISTANCES.

	Miles.
St. John to Annapolis.....	62
St. John to Victoria Beach.....	45
Victoria Beach to Port Wade.....	5
Port Wade to Granville Ferry.....	12
Granville Ferry to Granville Centre.....	4
Granville Centre to Annapolis.....	4
Granville Ferry to Annapolis.....	½
Distance between terminal points via way ports.....	70



SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Granville.....	112	22	9	49	139	100	38	24	9	Shelburne.....	1909	Wood.

TRAFFIC RETURNS

Calendar year.	No. of round trips run.	No. of passengers carried.	Tons freight.	Live stock.	Mail.	Subsidy paid.
						\$ cts.
1912.....	50	66	3,386	Nil.	Nil.	1,500 00
1913.....	51	57	2,788	Nil.	Nil.	1,500 00
1914.....	52	69	3,024	Nil.	Nil.	1,875 00
1915.....	50	39	3,079	Nil.	Nil.	1,961 55
1916.....	50	77	4,069	Nil.	Nil.	2,000 00
1917.....	45	78	3,299	Nil.	Nil.	1,875 00
1918.....	44	74	3,976	Nil.	Nil.	2,000 00
1919.....	52	51	3,807	Nil.	Nil.	2,000 00
1920.....	52	In 55 Out 40	2,415 782	Nil. Nil.	Nil. Nil.	2,000 00
	Total.....	95	3,197	Nil.	Nil.	

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN

St. John Steamship Co., Ltd.

Contract No. 71A.  
T. & C. File 25520.

Vote 191.—*St. John, N.B., and ports on the Bay of Fundy and Minas Basin, steam service between—*

1920-21.. . . . .	\$5,000
1921-22.. . . . .	5,000

Contractors.—The St. John Steamship Co., Ltd., of St. John, N.B.

Date of Contract.—April 20, 1920.

Duration of Contract.—From the opening to the closing of navigation, 1920.

Service and Ports of Call—

- (a) A regular service every two weeks between St. John, N.B., and Windsor, N.S., calling each way at Canning, Wolfville, Cheverie and Noel.
- (b) A regular service every two weeks, alternating with the service specified in section (a) aforesaid, between St. John, N.B., and Maitland, N.S., calling at Spencer's Island, Parrsboro', Port Greville and Bass River.
- (c) The minimum number of trips to be made during the season of navigation shall be 28.



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*Subsidy.*—\$5,000 per annum, payable in equal instalments on August 1, October 1, and at the close of navigation.

*Mails.*—To be carried free.

DISTANCES

	Miles.
St. John to Spencer's Island.. . . . .	62
Spencer's Island to Parrsboro.. . . . .	24½
Parrsboro' to Bass River.. . . . .	26
Bass River to Maitland.. . . . .	13½
Maitland to Noel.. . . . .	13
	139
St. John to Spencer's Island.. . . . .	62
Spencer's Island to Kingsport . . . . .	25
Kingsport to Canning.. . . . .	3
Canning to Wolfville.. . . . .	7½
Wolfville to Cheverie.. . . . .	9½
Cheverie to Windsor.. . . . .	13
	120

DESCRIPTION OF VESSEL EMPLOYED

Name.	Dimensions.			Tonnage.			Passenger accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Glenholme ..	Ft. 102·5	Ft. 30·5	Ft. 9·7	125	233	.....	7	24	Knots 8½	Yarmouth, N.S.	1919	Wood

TRAFFIC RETURNS

Calendar Year.	No.of round trips run.	No. of passengers carried.		Tons of freight carried.	Live stock.	Mail.	Subsidy paid.
1919.....	15	In	36	3,125	Nil.	Nil.	\$    cts. 3,500 00
1920.....	21	Out	8 24	450 2,100	Nil. Nil.	Nil. Nil.	3,749 97
	Total .....		32	2,550	Nil.	Nil.	

ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS

HUGH CANN & SON, LTD.

Contract No. 42A.  
T. & C. File No. 25533.

*Vote 192.*—*St. John, Westport and Yarmouth and other way ports, steam service between—*

1920-21.. . . . .	\$10,000
1921-22.. . . . .	10,000



SESSIONAL PAPER No. 10a

*Contractors.*—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

*Date of Contract.*—April 14, 1920.

*Duration of Contract.*—April 1, 1920, to March 31, 1921.

*Service and Ports of Call.*—Seventy round trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

Four round trips are to be made in each of the months of April, November, December, January, February and March; 6 round trips in the month of May; and 8 round trips in each of the months of June, July, August, September and October.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$10,000, payable as follows: \$142.86 for each round trip performed, to be paid at the close of June, September, December and March.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
St. John to Tiverton.. . . . .	51
Tiverton to Freeport.. . . . .	11
Freeport to Westport.. . . . .	1
Westport to Yarmouth.. . . . .	33
Total.. . . . .	96

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger accommodation	N. H. P.	Speed	Built		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Keith Cann...	Ft. 120·0	Ft. 25·8	Ft. 11·8	176	299	350	28	53	Knots 11½	Shelburne, N.S.	1917	Wood.

TRAFFIC RETURNS.

Calendar year.	No. of round trips run.	No. of passengers carried.	Tons of freight carried.	Live stock.	Bags mail.	Subsidy paid.
						\$ cts.
1913.....	36½	408	1,808	Nil.	Nil.	2,100 00
1914.....	81	959	4,497	Nil.	Nil.	5,871 18
1915.....	79½	1,192	5,684	Nil.	Nil.	6,000 00
1916.....	79½	1,258	5,723	Nil.	Nil.	6,000 00
1917.....	78½	1,290	6,598	Nil.	Nil.	5,999 70
1918.....	75½	1,293	11,820	Nil.	Nil.	9,943 05
1919.....	78	2,116	11,096	Nil.	Nil.	10,000 00
1920.....	76½	In 1,127 Out 1,023	2,447 6,996	Nil.	Nil.	10,000 00
Total.....		2,150	9,443	Nil.	Nil.	-



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SYDNEY AND BAY ST. LAWRENCE  
THE NORTH SHORE STEAMSHIP COMPANY, LTD.

Contract No. 33.  
T. & C. File No. 25540.

Vote 193.—*Sydney and Bay St. Lawrence, calling at way ports, steam service between—*

1920-21.. . . .	\$9,000
1921-22.. . . .	9,000

Contractors.—The North Shore Steamship Company, Limited, of Sydney, N.S.  
Date of Contract.—April 21, 1920.

Duration of Contract.—From the opening to the close of navigation in the year 1920.

Services and Ports of Call.—From the opening of navigation until June 15, and from October 15 until the close of navigation, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling at North Sydney, Ingonish, Neil's Harbour and Dingwall; returning calling at Neil's Harbour, Ingonish and North Sydney.

From June 15 to October 15 two full trips each week between Sydney and Ste. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls on the outward trip at Dingwall and Cape North. The Friday trip to Ingonish and Neil's Harbour is to be extended to Dingwall during July and August.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$9,000, payable in instalments in June, August and October, and on the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney.. . . .	5
" Breton Cove.. . . .	27
" Englishtown.. . . .	39
" North River.. . . .	43
" Ingonish.. . . .	35
" Neil's Harbour.. . . .	47
" Aspy Bay.. . . .	59
" Cape North.. . . .	70
" Bay St. Lawrence.. . . .	85

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions			Tonnage.			Passenger accommodation	N. H. P.	Speed	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Aspy.....	Ft. 113	Ft. 25	Ft. 8.5	99	215	250	250	42	Knots 10	Shelburne, N.S.	1910	Wood.



SESSIONAL PAPER No. 10a

## TRAFFIC RETURNS.

Calendar year.	No. of round trips run.	No. of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy Paid.
1912.....	112	2,550	890	160	Nil.	\$ 6,500
1913.....	122	2,300	960	95	Nil.	6,000
1914.....	110	1,715	860	45	Nil.	6,000
1915.....	112	1,360	765	130	Nil.	6,000
1916.....	110	1,510	835	45	Nil.	6,000
1917.....	114	1,515	1,120	55	Nil.	6,000
1918.....	113	1,680	1,260	226	Nil.	6,000
1919.....	112	1,860	1,640	70	Nil.	6,000
1920.....		In 725	575	90	Nil.	
	116	Out 1,175	1,360	Nil.	Nil.	9,000
	Total.....					
		1,900	1,935	90	Nil.	

## SYDNEY AND WHYCOCOMAGH

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.

T. &amp; C. File No. 25544.

*Vote 194.—Sydney and Whycocomagh, steam service between—*

1920-21.. . . . .	\$4,000
1921-22.. . . . .	4,000

*Contractors.*—The Bras d'Or Steamboat Company, Limited, of North Sydney, N.S.*Date of Contract.*—April 22, 1920.*Duration of Contract.*—From the opening to the close of navigation in 1920.

*Service and Ports of Call.*—From the opening of navigation to June 30, and from October 18 to close of navigation, two full round trips each week; and from June 30 to September 30, three full round trips each week, between Sydney and Whycocomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

It is agreed that if, upon due and proper investigation, the Minister should deem it advisable that three round trips a week should be performed after September 30, the contractors will perform the said three round trips each week, until otherwise instructed by the Minister.

It is further agreed that from October 15 to the close of navigation one call each week shall be made at Iona.

*Subsidy.*—\$4,000, payable at the rate of \$50 per trip for each round trip performed up to maximum of 80 round trips.

*Government Wharves.*—Steamer must call whenever possible.*Mails.*—To be carried free.



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DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
North Sydney to Big Bras d'Or.. . . . .	20
Big Bras d'Or to New Campbellton.. . . . .	2
New Campbellton to Boularderie Centre.. . . . .	7
Boularderie Centre to Ross Ferry.. . . . .	7
Ross Ferry to Big Harbour.. . . . .	2
Big Harbour to Kempt Head.. . . . .	6
Kempt Head to Baddeck.... . . . .	5
Baddeck to Washabuck.. . . . .	5
Washabuck to Nyanza.. . . . .	6
Nyanza to Little Narrows.. . . . .	10
Little Narrows to Whycomagh.. . . . .	7
Total.. . . . .	82

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger accommodation	N. H. P.	Speed.	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Marion.....	150	26·5	8	269	478	100	400	49	12	New York, U.S.A.	1876	Wood.

TRAFFIC RETURNS.

Calendar year.	No. of round trips run.	No. of passengers carried.	Tons of freight carried.	Live stock.	Mails.	Subsidy paid.
						\$
1912.....	84	5,919	1,820	4,693	Nil.	3,000 00
1913.....	89	6,404	1,607	5,343	Nil.	3,000 00
1914.....	78	5,879	1,554	5,458	Nil.	3,000 00
1915.....	80	5,773	1,556	4,081	Nil.	3,000 00
1916.....	81	6,655	1,794	3,631	Nil.	3,000 00
1917.....	79	6,399	2,029	2,674	Nil.	3,000 00
1918.....	79	4,756	2,319	2,848	Nil.	3,000 00
1919.....	81	6,976	4,042	2,621	Nil.	4,000 00
1920.....	82	In 2,403 Out 2,670	1,779 1,763	2,381 187	Nil. Nil.	4,000 00
Total.....		5,073	2,542	2,568	Nil.	

SYDNEY, BRAS D'OR LAKES, AND CAPE BRETON PORTS

THE COASTAL STEAMSHIP COMPANY, LTD.

Contract No. 77.  
T. & C. File 25539.

Vote 195.—Sydney and Bras d'Or Lake Ports, and Ports on the East and West Coasts of Cape Breton, steam service between—

1920-21.. . . . .	\$14,000
1921-22.. . . . .	14,000



SESSIONAL PAPER No. 10a

*Contractors.*—The Coastal Steamship Company, Ltd., of Sydney, N.S.

*Date of Contract.*—April 24, 1920.

*Duration of Contract.*—From the opening to the close of navigation, 1920.

*Service and Ports of Call.*—Weekly, from Sydney to North Sydney, Baddeck, Grand Narrows, East Bay, Big Pond, Irish Cove, Johnston's Harbour, Marble Mountain, St. Peter's, Grandique, Poulamond, L'Ardoise, Arichat, Mulgrave, Hawkesbury, Hastings, Port Hood, Margaree, Grand Etang and Cheticamp, returning to Sydney and proceeding thence to Gabarous, calling at Port Morien, Main-à-dieu and Louisburg.

(a) If it be found impossible for the *Bras d'Or* to make weekly calls at Port Morien, Main-à-dieu, Louisburg and Gabarous, a reduced service to the said ports may be performed. The contractors, however, shall use their best endeavours to perform a weekly service to the said ports, if time permits.

*Subsidy.*—\$14,000 per annum, payable in instalments on July 1, October 1, and at the close of navigation.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
North Sydney to Baddeck.. . . . .	55
Baddeck to Grand Narrows.. . . . .	20
Grand Narrows to East Bay.. . . . .	25
East Bay to Big Pond.. . . . .	7
Big Pond to Irish Cove.. . . . .	8
Irish Cove to Johnston's Harbour.. . . . .	10
Johnston's Harbour to Marble Mountain.. . . . .	16
Marble Mountain to St. Peter's.. . . . .	20
St. Peter's to Grandique.. . . . .	12
Grandique to Poulamond.. . . . .	3
Poulamond to L'Ardoise.. . . . .	10
L'Ardoise to Arichat.. . . . .	18
Arichat to Mulgrave.. . . . .	20
Mulgrave to Hawkesbury.. . . . .	2
Hawkesbury to Hastings.. . . . .	3
Hastings to Port Hood.. . . . .	25
Port Hood to Margaree.. . . . .	40
Margaree to Grand Etang.. . . . .	8
Grand Etang to Cheticamp.. . . . .	9
	316
Sydney to Port Morien.. . . . .	32
Port Morien to Main-à-dieu.. . . . .	14
Main-à-dieu to Louisburg.. . . . .	15
Louisburg to Gabarous.. . . . .	13
	74
	390

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger accommodation	N. H. P.	Speed.	Built.		
	Length	Breadth	Depth	Net	Gross	Capacity				At	In	Of
Bras d'Or.....	Ft. 128	Ft. 28	Ft. 9	136	371	400	250	71	Knots 13	Mahone Bay, N.S.	1919	Wood.



TRAFFIC RETURNS.

Calendar year.	No. of round trips run.	No. of passengers carried.	Tons of freight Carried.		Live stock.	Mails.		Subsidy paid.
			Weight.	Measure-ment.		Lock bags.	Tied sacks.	
1919.....	36	45	1,825	Nil.	Nil.	Nil.	Nil.	8,420 64
1920.....	35	In 560 Out 500	725 2,675	Nil. Nil.	Nil. Nil.	Nil. Nil.	Nil. Nil.	
Total.....		1,060	3,400	Nil.	Nil.	Nil.	Nil.	14,000 00

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES

Vote 196.—Expenses in connection with the supervision of Subsidized Steamship Services—

1920-21.. . . . .	\$4,000
1921-22.. . . . .	4,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,640 per annum, and he is allowed the usual travelling and other contingent expenses. The title of this position has been changed to "Inspector of Subsidized Steamships."

In December, 1916, Mr. Tupper enlisted for active service overseas. He returned to Canada in 1918, and resumed his position as supervising officer on January 1, 1919.

The Inspector's Annual Report is as follows:—

DIGBY, N.S., February 5, 1921.

F. C. T. O'HARA, Esq.,  
Deputy Minister, Trade and Commerce,  
Ottawa.

DEAR SIR,—I beg to submit my report on Subsidized Steamship Services for the year ending December 31, 1920.

During the season twenty-six services were inspected.

The services were, with very few exceptions, well performed. Captains carried out their duties faithfully and conscientiously; passenger accommodations and freight capacity of steamers in practically every case were found adequate to requirements, and, taking into consideration the nature of several of the services, the food was of good quality and the meals well served.

Compared with the year 1919, it is considered that a marked improvement was effected in the quality of several of the services. This was noticeably the case in respect to the following:—

*Charlottetown, Victoria and Holliday's Wharf.*—In 1918 the ss. *Harland*, built especially for the route, was sold to the contractors for the Pictou, Montague, Murray Harbour and Georgetown service; in consequence of which the department was compelled to sanction the employment of a less adaptable boat. In 1920, however, the original owners repurchased the *Harland*, and she is again performing the service for which she was originally built.



## SESSIONAL PAPER No. 10a

*Pictou, Montague, Murray Harbour and Georgetown.*—During 1918 and 1919 this service was performed by the *Harland*. Although possessing adequate freight capacity and excellent passenger accommodation, this steamer, built for river service only, was unadapted to “outside” work. Last year the contract was awarded the Georgetown Steamship Company, Pictou, N.S., which placed the ss. *Magdalen* on the route. After being acquired by the contractors this steamer underwent extensive alterations and repairs, and is giving excellent satisfaction.

*Petit de Grat and I.C.R. terminus at Mulgrave.*—At the close of the season of 1919, Mr. William Leslie, who had operated this service for a number of years, finding that there was insufficient passenger and freight traffic on the route to warrant a continuance of the service with so large a boat, failed to renew the contract. The LaHave Steamship Company, Ltd., West LaHave, N.S., having tendered for and received the contract, placed the ss. *Tussle* on the route. The contractors were required to effect considerable improvements in respect to the passenger accommodations before the steamer was accepted by the department. The *Tussle* has since proved a very suitable boat.

*Mulgrave and Guysboro.*—In 1919, owing to the extreme scarcity of suitable tonnage (a situation which is proving of considerable embarrassment to the department), a contract was awarded for the performance of this service to the ss. *Elaine*. This steamer later proved inadequate. In 1920, however, the contractors procured the ss. *Westport 111*. The passenger accommodations on this boat were completely remodelled, and she has since been furnishing a most satisfactory service.

*Sydney and the East and West Coasts of Cape Breton.*—Previous to the year 1920 this service had been partially performed, for many years, by the ss. *Weymouth*, a steamer not only very old and unseaworthy, but absolutely inadequate to meet the demands of the route. Last year the contract was awarded the Coastal Steamship Company, Ltd., Sydney, C.B., which placed the ss. *Bras d'Or* on the route. This steamer was built for the service, and has not only ample carrying capacity, but by reason of the commodiousness and excellence of her passenger accommodations, may be considered superior to any boat of her class subsidized by the department for service in the coastal waters of the Maritime Provinces.

*Magdalen Islands and Mainland.*—This service has been unsatisfactorily performed during the last two years. Further, it may be stated that in view of the fact that the reasons responsible for the unfortunate conditions have been so thoroughly discussed, further allusion to the subject in this report is considered unnecessary. It may be expedient to say, however, that it is my firm opinion that the satisfactory performance of this service depends primarily upon, first: the procuring of a steamer, the general dimensions and construction of which shall follow closely those of the ss. *Lady Sybil*, the boat which so admirably performed this service from 1909 to 1915, inclusive; second, that the Magdalen Island merchants shall use their utmost endeavour to order their winter supplies at the earliest possible date, consistent with the somewhat arbitrary nature of their business, thereby allowing a margin of time for shipments to be transported to islands before the closing of navigation.

The trade depression of last year has been felt very keenly by the great majority of steamship companies operating subsidized coastal services. In view of the fact that merchants doing business at outports were purchasing only necessary lines in staples, freights were naturally very light. As, however, we are looking forward to greater stability in prices in the near future, freight receipts should show a healthy increase during the coming season.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) W. E. TUPPER,  
*Inspector Subsidized Steamships.*



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## SOME CLAUSES COMMON TO ALL CONTRACTS

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

*Proof of Performance of Service to be Furnished.*

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and list of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers and the full performance on their part of services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors, he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

*Financial Statements*

It is further understood and agreed that the contractors, whenever so required, shall furnish the minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

*British Subjects*

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

*Equipment of Steamers*

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times carry boats and life-saving appliances in compliance with the law, and shall be in all respects to the approval of the minister.



SESSIONAL PAPER No. 10a

*Carriage of Mails*

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

*Accommodation for Mails*

The said steamer shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails, while upon the said steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

*Definition of term "Mails"*

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the offices.

*No Letters except H. M. Mails to be Carried*

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

*Government officials to be carried Free of Charge*

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.



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*Proper accounts to be Kept*

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

*Substitute for Disabled Steamers*

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

*Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished*

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

*Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers*

Provided however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for



## SESSIONAL PAPER No. 10a

further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of this subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for, nor payment of any subsidy in respect of any voyage not actually performed.

*Freight and Passenger Rates to be Approved by the Minister*

(Inserted in contracts for ocean services only)

The contractor shall at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed which schedule shall be subject to the approval of the Minister, and after being approved by him shall not be changed except with his consent; and the Minister may at any time, if he deem it advisable, fix the maximum rates to be charged between the different ports, on both east and westbound trips, on any article or class of goods, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the Minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise directly or indirectly, against Canadian merchants, or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on eastbound trips, sailing from                      or                      as hereinbefore provided, on through bills of lading                      from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to                      via any United States route or port; and on the westbound trips the rates from                      to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of                      or                      and                      aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of the fact being furnished to the Minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

*Publicity of Tariff Charges*

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.



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*Calls at Foreign Ports*

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

*Carrying of nitro-glycerine or dangerous articles*

The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

*Subsidy subject to Vote of Canadian Parliament*

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

*Minister's Right to Terminate Contract*

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

*Assignment of Contract*

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

*Canadian Members of Parliament not Admitted to Share in Contract*

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

*Changes in Contract*

The minister may authorize any change or changes in the terms of this contract as may not be consistent with the vote providing for the payment of the subsidy.

*Minister to be final judge as to full carrying out of contract*

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

*Towing*

No towing shall be undertaken by the vessel performing the service specified in this contract, if such towing might interfere in any way with the regular performance of said service, except for the purpose of saving life or assisting vessels in distress, or performing other work of great importance, without the permission of the minister first having been obtained.



## SESSIONAL PAPER No. 10a

*Transportation of Trade Commissioners*

(Inserted in contracts for ocean services)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

*Government Railway Clause*

(Inserted in contracts for Atlantic ocean services)

It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels the Company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall, when not otherwise expressly routed by shippers or consignees, be delivered to the Canadian National Railways at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Canadian National Railways shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Canadian National Railways at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the route of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Canadian National Railway at Montreal.

*Calls at Government Wharves*

(Inserted in contracts for local services)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

*Handling of perishable products*

(Inserted in contracts for Atlantic ocean services)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.



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